The Hong Kong Daily Press.

No. 881 號四十八百八千三第 月八十月三唐 年午庚治同 HONGKONG, MONDAY, 18TH APRIL, 1870. 一拜禮 八十月四英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Apr. 16, DOM PEDRO II, Brit. bk., 244, Carpenter, Saigon 28th March, 4,000 piculs Rice.—P. A. METTA.

Apr. 16, BOMBAY, Brit. str., 1,327, Davies Shanghai 13th April, 816 bales of Silk and 76 boxes of Treasure.—P. & O. Co.

Apr. 17, CHU-SIANG, Brit. str., 636, Warden, Shanghai 13th April, General.—STRUSSEN & Co.

Apr. 17, AZOF, Brit. str., 700, Stead, Foochow 12th April, Amoy 14th, and Swatow 16th, General.—P. & O. Co.

Apr. 17, LAURA, North Ger. bk., 346, Hansen, Penang 6th February, and Singapore 19th, Mangrove Bark.—BOURJAU, HUDENER & Co.

Apr. 17, MOONLIGHT, Siam, sh., Jergenson, Bangkok 16th March, Rice.—CHINESE.

Apr. 17, CIRCE, Span. str., 1,050, Roca, Manila 19th April, General.—SPANISH CONSUL.

Apr. 17, ADVANCE, Siam, bk., 336, Tams, Chonta-bun, Coast of Siam 14th March, Rice.—BIRLEY & Co.

Apr. 17, KWANGTUNG, Brit. str., 491, Pitman, Foochow 12th April, Amoy 14th, and Swatow 16th, General.—D. JARDINE & Co.

Apr. 17, MALACCA, Brit. str., 1,300, Bernard, Yokohama 10th April, 120 boxes Specie, and 400 bales Silk.—P. & O. Co.

Apr. 17, ST. YVES, French bk., 571, Bertaut, Saigon 1st April, 14,000 piculs Rice.—CLAPZAN.

Apr. 17, CONSTANTIA, Brit. bk., 464, Keay, Haging, Borneo, 22nd March, Timber.—ORDER.

Apr. 18, HENRY MILLER, Brit. str., 582, Dickson, Whampoa 17th April, General.—CHINESE.

Departures.

Apr. 16, FORMOSA, str., for East Coast.
Apr. 16, UNITED SERVICE, str., for Shai.
Apr. 16, PILGRIM, for Yokohama.
Apr. 16, DAYTIMES, for Bangkok.
Apr. 16, TAYNG, for Bangkok.
Apr. 17, CHINA, str., for Canton.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 18TH.

Alem, for Yokohama.
Filger, for Yokohama.
Chiloe, str., for Chefoo.
Daylight, for Bangkok.
Venus, str., for Canton.

Passengers.

Per *Circe*, str., from Manila,—
Messrs. Adolph Rudow, Marwicki, Sulafar, F. Lazero, J. Lopez, J. Balido, V. Sinaras.

Per *Guildford*, str., from Shanghai,—
17 Chinese.

Per *Azof*, str., from East Coast,—
3 Deported British Subjects and 5 second class.

Per *Bombay*, str., from Shanghai,—
Mr. and Mrs. MacDonald and family, Mr. and Mrs. Bowers and family, Messrs. Meredith, J. Bragg Bennett, Dr. Shaw, Holm and second class, 2 families and one female from Legation, and 2 Chinese.

Per H.M.S. *Rinaldo*, from Pelew Islands,—
The Master, Mate and eleven of the crew of the late British barque *Renown*.

Per *Moonlight*, from Bangkok,—
20 Chinese.

Per *Malacca*, str., from Yokohama,—
Mr. Wilby and 5 Chinese.

Per *Kwangtung*, str., from East Coast,—
Messrs. Nelson and Jones, and 65 Chinese.

Reports.

The North German bark *Laura* reports light airs and calms variable from S.N.E. to N.N.E. until on the 14th, then light Southerly winds until arrival.

The Siam ship *Moonlight* reports fine weather for the most part, Easterly and N.E. winds prevailing until approaching Hongkong.

The British barque Don Pedro II reports first part so far as Pariacels light winds, then strong monsoon with heavy sea. On nearing the coast of Cochin China light Southerly airs and calms. Exchanged colours on the 11th, with the *Courier*, bound to Yokohama from Saigon.

The P. & O steamship *Bombay* reports light S.W. winds with thick foggy weather. Passed on the 15th, off Tourakoint at 5.30 A.M., the *Yeso*, and at 5.50, the *Norna*, and on the 16th P.M., the *Formosa* and the United *Service*, off the Nine Pins, off Nampi on the 14th, passed the North German steam corvette *Hertha*, steering N.E.

The P. & O. steamship *Azof* reports cloudy weather with head winds for the most part. On the 13th, off Foochow, passed the Chinese steamer *Island Queen* entering, and the North German steam corvette *Hertha*, and the Span. steamer *Prim* entering.

H.M.S. *Rinaldo* left Hongkong on the 14th March, for the Pelew Islands, to rescue the crew of the British barque *Renown*, which was wrecked on the 10th February at 2.30 A.M. On the Island of Anguar, had procured a under sail and stores, the wind being extremely light; arriving at Corror the residence of the King, on the 2nd April; left again on the 3rd instant, and experienced very light winds until arrived at Manila, on the 9th instant, coaled and proceeded for Hongkong without delay, arriving 7 P.M. on the 15th, experiencing light S.W. winds across.

The P. & O. steamship *Malacca* left Yokohama on the 10th April, reports moderate variable winds and cloudy weather as far as Van Diemen's Strait; passed Chichitoff on the 12th at 9.40 P.M., thence to Turnabout moderate variable winds and similar overcast weather, with occasional squalls of wind and rain; from Turnabout S.W. winds with fog until the night of the 16th, after which clear weather; passed *Formosa*, on the 18th at 6 A.M.

The steamship *Kwangtung* reports having left Foochow on 13th, Amoy 14th, and Swatow 16th, arriving in this port early yesterday morning. At Foochow,—H.M.S. *Hornet*, the ships *Tsaying* and *Chinsoon* left for Shanghai on 10th and 13th instant, steamship *Lamoure* loading for Shanghai, ship Sir William Wallace loading tea for London. *Sweet* on the berth for Shanghai when the *Kwangtung* left. On the 13th, off Oksan Island, passed the North German Frigate *Hertha*, standing to the North ward. At Amoy,—H.M. gunboat *Banterer*. The steamers *Yeso* and *Norna* left Amoy on 14th. Passed the steamship *Prim* entering the harbour on the evening of same date. At Swatow, The ship *Duke of Abercorn* arrived on the 12th. H.M. gunboat *Sterling* lost her main and mizen masts, and sustained other damage, by driving foul of the steamer *Norna*, while at anchor in Swatow on night of 12th inst. On the 15th, off Beaches Point, signalled the American ship *Panther*, bound to the Northward. On the first part of her voyage as far as Amoy, the *Kwangtung* experienced strong N.E. winds, from thence to Foochow on the 8th and 9th inst. a fresh gale from same quarter. On her downward passage variable winds and foggy weather as far as Swatow, from thence to Bincpins steady south wind and weather; since to arrival in port equally with rain, wind South to S.E.

Auction Sale To-day.

GUEDES & Co.
Sundry Articles.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL...5,000,000 of Dollars.

Court of Directors:—
Chairman—H. B. LEMANN, Esq.
Deputy Chairman—HONBLE. J. B. TAYLOR.
E. K. Cellios, Esq. — Julius Mentz, Esq.
W. H. Forbes, Esq. — Thomas Pike, Esq.
George F. Heard, Esq. — Honble. R. Rowett.
George J. Holland, Esq. — S. D. Sassoon, Esq.
A. José, Esq.

Managers:—
Hongkong—Victor Kresser, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months 2 per cent. per annum
6 " 4 " " "
12 " 5 " " "
Bills Discounted.
Drafts granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRESSER, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
1 1062 Hongkong, 1st January, 1870.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the year ending on 31st December last, at the rate of Twelve per cent. per annum, say $7.50 per paid-up Share of $125, and 83 per Share on which $50 have been paid, is payable on and after THURSDAY, the 10th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.
By order of the Board of Directors,
VICTOR KRESSER,
Chief Manager.
1 235 Hongkong, 4th February, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS,
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Size 295 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a CAISSON GATES, AND POWERFUL CENTRIFUGAL STEAM-PUMPS.
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boilermakers' shop, a large Smithy, and Carpenters' and Boat-builders' Dock. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN for STORES, of Vessels under repair.
1 2817 Amoy, December, 1869.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 18 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a,
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Wood, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN O. SKEY,
Superintendent.
The list of Charges for lighting or docking Vessels can be obtained from
Messrs. DE SILVA & CO., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
1 576 May 3

NOTICE.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

THE Steamers of this Company with the homeward Mails will proceed henceforth from Hongkong to Marseilles direct, passing through the Suez Canal, unforeseen accidents excepted.
The Company is also authorised by the French Underwriters to accept risks under their open policies to the extent of £200,000, on each of their Steamers passing through the Suez Canal, at the following through rates:—
From Hongkong to London or Marseilles,—
General Cargo ... ... 1¾%.
Specie ... ... 1½%.
With the usual Bonus of 10%.
O. BERTRAND, *Principal Agent.*
1 666 Hongkong, 6th April, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding	1 month	½ of the annual rate
Above 1 month, and not exceeding	3 "	¾ do. do.
Above 3 months and not exceeding	6 "	⅞ do. do.
Above 6 months the full annual rate.		

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
1 696 Hongkong, 7th April 1868.

HONGKONG DISTILLERY COMPANY, LIMITED.

THE Works of the above Company being nearly completed, they are now prepared to negotiate for the supplying of Rum at 20 deg. Proof, up to 30 deg. Over Proof, in lots to suit purchasers, and at prices below home cost.
ZEPH. BARTON,
General Manager.
Temporary Office:
Corner of *Hollywood Road* and *Cochrane Street.*
1 446 Hongkong, 5th March, 1870.

F. D. WALKER & CO.,
SHIP BROKERS
AND
GENERAL SHIPPING AGENTS.
No. 24a, YOKOHAMA,
1y 841 JAPAN. [Ap. 4

PUBLISHED BY AUTHORITY.

THE Official Notes and Evidence in the proceedings of the NAVAL COURT OF INQUIRY, as to the collision between the U.S. Corvette *Oneida* and the P. & O. Steamer *Bombay*.

A few copies have been forwarded to the *Daily Press* office, on sale, and may be had on application. Price 50 cents.
1 467 Hongkong, 8th March, 1870.

Intimations.

THE
VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

CAPITAL $1,500,000, IN 3,000 SHARES OF $500 EACH.
PAID UP CAPITAL $300,000.

Board of Directors,—
W. H. FORBES, Esq., (Messrs. Russell & Co.), Chairman.
S. D. SASSOON, Esq. (Messrs. David Sassoon, Sons & Co.)
J. F. BUXEY, Esq., (Messrs. Eduljee Framjee, Sons & Co.)
HERMANN MEICHERS, Esq., (Messrs. Meichers & Co.)
E. DESBARGES, Esq., (Comptoir D'Escompte de Paris.)
AUGUSTINE HEARD, Esq., (Messrs. Augustine Heard & Co.)

Bankers,
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

F. W. MITCHELL, Esq.
MATTHEW W. BOYD, Esq.
(Chartered Bank of India, Australia, and China.)

Head Office,—
HONGKONG.

Secretaries,
MESSRS. AUGUSTINE HEARD & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its Shares allotted, will be prepared to accept Risks against Fire, on buildings and merchandise Stored therein, at the current rates, on and after March 1st, 1870.
Twenty per centum of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.
AUGUSTINE HEARD & Co.,
Secretaries.
1 890 Hongkong, 26th February, 1870.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

REGISTERED UNDER THE COMPANYS' ORDINANCE, No. 1, OF 1865.

Directors:—
The Honble. H. B. GIBB, of Messrs. Gibb, Livingston & Co., (Chairman).
J. B. TAYLOR, Esq. of Messrs. Smith, Archer & Co.
E. A. HITCHCOCK, Esq., of Messrs. Olyphant & Co.
A. MACG. HEATON, Esq., of Messrs. Douglas Lapraik & Co.
EDWD. ARTHUR, Esq., of The Chartered Mercantile Bank of India, London and China.

HEAD OFFICE AT HONGKONG.

Secretary—
N. J. EDE, Esq.

Bankers,—
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Agents,—
Swatow, Messrs. BRADLEY & Co.
Amoy " ELLIS & Co.
Foochow, " GLYPHANE & Co.
Ningpo, " DAVIDSON & Co.
Shanghai, " GIBB, LIVINGSTON & Co.
Kiukiang, " R. FRANCIS & Co.
Hankow, " GIBB, LIVINGSTON & Co.
Chefoo, " FERGUSSON & Co.
Nagasaki, " ALT & Co.
Yokohama, " SMITH, ARCHER & Co.
Kobé, " BROWNE & Co.
Saigon, " HAGHEDIS & SERNEUN.
Singapore, " SIEFERTAGE, WOON & Co.
Penang, " A. A. ANTHONY & Co.
Tientsin, JOHN HANNA, Esq.

THE Company having been established, with its Head Office at Hongkong and Agencies at the several places mentioned above, accepts risks and issues Policies of Insurance at the rates of Premium current at the respective Ports.
N. J. EDE,
Secretary.
48, Queen's Road,
Hongkong, 30th March, 1870. 1 612

QUICK TIME AND CHEAP FARES
FROM
CHINA AND JAPAN
TO
NEW YORK AND LIVERPOOL
VIA
THE GREAT OVERLAND ROUTE
VIA
CENTRAL PACIFIC RAILROAD,
Is now in complete running order from SAN FRANCISCO
TO THE
"ATLANTIC SEA BOARD."

THROUGH EXPRESS TRAINS
LEAVE SAN FRANCISCO DAILY!

Making prompt connections with the several Railway Lines in the Eastern States for all the Cities of the UNITED STATES and CANADAS, and connecting at
NEW YORK
With the several STEAMSHIP LINES to ENGLAND, FRANCE, AND ALL EUROPEAN PORTS.

THROUGH TIME GOING EAST. From San Francisco to Omaha, 4 days and 7 hours; to CHICAGO, 5 days and 7 hours; to NEW YORK, Seven Days!

SILVER PALACE SLEEPING COACHES, SECOND TO NONE IN THE WORLD!
Are Run Daily, from SAN FRANCISCO to NEW YORK and intermediate points. These DRAWING ROOM CARS by day, and SLEEPING CARS by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all accommodations pertaining to a well furnished chamber, with Comfortable Couches, Clean Bedding, &c. A competent Porter accompanies each Car to attend to the wants of our patrons.

CHILDREN not over Twelve (12) years of age, Half Fare; under Five (5) years of age, FREE. 100 POUNDS OF BAGGAGE (per adult passenger) FREE. 50 POUNDS OF BAGGAGE (per child between 5 and 12 years of age) FREE.
EXTRA BAGGAGE (over 100 pounds) between Sacramento and Omaha (Currency) $15 per 100 pounds.

THROUGH TICKET OFFICE:
415, CALIFORNIA STREET,
SAN FRANCISCO.

THROUGH FREIGHTS from SAN FRANCISCO to NEW YORK and other Eastern Cities, contracted through at low rates.
MARK GOODS "CARE O. P. R. R."

A. N. TOWNE,
General Superintendent.
T. H. GOODMAN,
General Passenger Agent. [1914

NOTICE.

MR. HENRIQUE CAETANO VICTOR DE FIGUEIREDO is this day admitted a partner in our firm.
GUEDES & Co.
1 610 Hongkong, 30th March, 1870.

NOTICE OF REMOVAL.

THE Auction Room of the Undersigned is this day REMOVED to their old premises, Ground Floor of the HONGKONG HOTEL.
GUEDES & Co.
1 611 Hongkong, 30th March, 1870.

Auctions.

PUBLIC AUCTION.
WEEKLY SALE.

GUEDES & Co. will sell by Public Auction,

THIS DAY,
the 18th of April, 1870, at their Sales Rooms, *Queen's Road*, at noon,—
20 Bbls. pc. PORTER.
10 Cases SHERRY, each 3 dozen.
30 " CLARET.
15 " CHAMPAGNE.
25 " Hennessy's BRANDY.
100 Boxes Scented SOAPS.
100 Dozen Leather BELTS.
10 Pieces Black CLOTH.
30 " White SHIRTINGS.
20 " Bleached Linen DRILLS.
20 " White LINEN.
20 " Cotton DRILL.
10 Dozen Silk HANDKERCHIEFS, 8 Bibs.
10 " " do. 10 "
50 " Stereoscopic GLIDES.
5 Cases Safety MATCHES.
A Large HOUSEHOLD FURNITURE.
The Price of Delivery in Mexican dollars weighed at 7.1.7.
720 Hongkong, 16th April, 1870.

PUBLIC AUCTION.

GUEDES & Co. have received instructions to sell by Public Auction,

TO-MORROW,
the 19th day of April, 1870, at noon, at the residence of Mr. F. D. MACHADO, (who is leaving the colony), No. 31, *Wyndham Street*,—
The whole of his HOUSEHOLD FURNITURE, consisting of TABLES, CHAIRS, COUCHES, WASHSTANDS, SIDEBOARD, PICTURES, WRATNOTS, BEDSTEADS, LAMPS, MIRRORS, PLATED WARE, CROCKERY, and GLASS WARE, &c., &c., &c.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
709 Hongkong, 14th April, 1870.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL HOUSEHOLD FURNITURE.

THE Undersigned has received instructions from R. MCMODO, Esq., to sell by Public Auction, at his Residence, *Graham Road*, on

MONDAY,
the 25th day of April, 1870, at noon,—
The whole of his Elegant and Substantial HOUSEHOLD FURNITURE, comprising:—Drawing Room, Dining Room and Bed Room SUITES, Marble Top TABLES and TRAYS, Pier GLASSES, CARPETS, ENGRAVINGS, VASES, GLASSWARE, Dinner, Dessert, and Breakfast SETS, Electro Plated WARE, CASELARS, LAMPS, &c., &c.
A Grand PIANO, by Murphy, of London.
Catalogues and Tickets to view, and the whole will be on view on and after Saturday, the 23rd inst.
Tea will be provided.
TERMS BY SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
707 Hongkong, 13th April, 1870.

PUBLIC AUCTION.

THE Undersigned has received instructions from the HONGKONG & WHAMPOA DOCK COMPANY, Limited, to sell by Public Auction, on

FRIDAY,
the 6th day of May, 1870, at 12 o'clock, unless previously disposed of by private contract, on board—
The Screw Steam Tug
"*LITTLE ORPHAN*"
as she now lies in this harbour, with all her appurtenances.
The Steamer has had a most thorough overhaul and repair in the Hull and Machinery, and was supplied with a new Boiler in January last, and is now in good condition.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on delivery of the vessel. In Mexican Dollars weighed at 7.1.7. The vessel to be at purchasers' risk upon the fall of the hammer. Expenses of transfer to be paid by the purchaser.
For further particulars, apply to the secretary of the Company.
J. M. ARMSTRONG,
Auctioneer.
665 Hongkong, 9th April, 1870.

SUPREME COURT OF HONGKONG.

REGULA GENERALIS.

ANNO TRICESIMO TERTIO, VICTORIÆ REGINÆ.

19th April, 1870.

WHEREAS by section XXIII. of Ordinance No. 5 of 1865, it is enacted that it shall be lawful for the Supreme Court to make and prescribe Rules and Orders, among other things, touching the place of holding the Court. And Whereas it is expedient that the Sittings of the Court should be held at the Building forthwith mentioned, during the period necessary for executing certain repairs to the Supreme Court House of the Colony. It is therefore ordered that the Sittings of the Supreme Court of Hongkong, in its Common Law, equitable, Bankruptcy, and Probate Jurisdictions respectively, also in its Criminal Sessions and in Vice Admiralty, and in all other its Jurisdictions, be held from this date, and until further order of this Court, at and in the Building situate, and being No. Seven, *Queen's Road Central*, in the city of Victoria.
By the Court,
W. H. ALEXANDER,
Registrar.
Revised and approved by the Legislative Council, this 18th day of April, 1870.
L. D'ALMEIDA & CASTRO,
Clerk of Councils.

UNDER the Distinguished Patronage of His Excellency THE GOVERNOR and Lady MACDONNELL,
MR. W. F. FLOYD
Begs to announce that his Photographic Gallery has been RE-OPENED by His Excellency Sir R. G. MACDONNELL, C.B., and Lady MACDONNELL, on the Corner of *Wyndham* and *Wellington Streets*, where he solicits an inspection of the Finest Photographic Establishment in the Far East.
Life Size Photographic Portraits, in Oil or Water Colors.
1 1013 Hongkong, 9th August, 1869.

THOMPSON & CO.,
SHIPCHANDLERS, GENERAL STORE-KEEPERS, AGENTS, AUCTIONEERS, COAL & COMMISSION MERCHANTS,
PAGODA ISLAND, FOOCHOW.
N.B.—Dry and commodious Godowns for storage at the Anchorage. [1f 18 Jan. 3

PHOTOGRAPHY.

A LARGE Collection of VIEWS taken at FOOCHOW, and the vicinity of the River Min, extending as far as Sharpe Island, will be Sold in numbers to suit purchasers, either mounted or in Albums.
Prices very moderate.
The Subscriber solicits a visit from his old friends and the community, when copies of the above Views can be seen.
He also intends paying particular attention to CARTE DE VISITES and PHOTOGRAPHY in all its Branches. He hopes by attention, promptness, and the superior quality of his Pictures, to meet with a share of the Public Patronage.
The Business will be OPENED on MONDAY.
Please call at
A-FONG,
54, Queen's Road,
Opposite the ORIENTAL BANK.
1f 676 Hongkong, 9th April, 1870.

Intimations.

SWIMMING.

IT is proposed to get up a Series of Handicap Swimming Races, the distances to be ¼ mile, ½ mile, and 1 mile respectively. An interval of one week to take place between each race.
Members of the Hongkong Swimming Club alone allowed as competitors.
Gentlemen wishing to compete are requested to sign the lists in course of circulation, or send their names to the undersigned, on or before the 25th instant, after which no entries will be received. The Handicapping will be made public as soon as possible after the close of the entries.
Entrance fees for competitors accepting will be—
For the 1 mile race ... ... $3.
" ½ " " ... ... 4.
" ¼ " " ... ... 5.
HOWARD HODGES,
Hon. Sec. H. S. C.
1f 703 Hongkong, 13th April, 1870.

NEITHER the Captain nor Owners of the "Columbus" ship *Cecilia*, will be responsible for debts contracted by the crew of the said vessel during her stay in these waters.
CAPT. GARCIA.
1m 683 Hongkong, 11th April, 1870.

NOTICE is hereby given to the Agent of Mr. Alphonse Cabuzac, of Bordeaux, that the French brig *Amiral Courbeyre*, of Nantes, has arrived from Australia, and will be ready to perform the charter party concluded in May, 1869, between Mr. L. Caupin, of Nantes, on the one part, and Mr. Alphonse Cabuzac, of Bordeaux, on the other part, immediately after the discharge of her present Cargo, or in about 9 days from this date.
CARLOWITZ & Co.,
Agents for Captain Viaud, of French brig *Amiral Courbeyre.*
1f 639 Hongkong, 5th April, 1870.

THE CHALLENGE CUP, 1870.

NOW PUBLISHING.

A PHOTOGRAPH from a PAINTING by Mr. J. B. HOLLAND, taken on the spot exhibiting a graphic view of the Course and run in of "*North Australian*," the winner, and respective positions of "*Xenier*" and "*Karcola*."
To be obtained at the "ORIENTAL HOTEL."
1f 683 Hongkong, 24th February, 1870.

EASTLAKE & WINN,
Dental Surgeons.

DR. WINN will leave Hongkong for Japan on or about the 1st of April next, to be absent 6 or 8 months, and therefore requests all persons desirous of consulting him Professionally, to do so at their earliest convenience.
1f 265 Hongkong, 1st February, 1870.

NOTICE.

LE Bureau du Consulat de France sont actuellement transférés au No. 4, Alexandra Terrace.
Pour Le Consul de France, Le Chancelier,
H. DE LA FOREST.
1f 510 Hongkong, 14 March, 1870.

NAGASAKI PATENT SLIP.

THIS SLIP is now available for docking Ships of 1,200 Tons or under, and all work connected therewith, as also in the SHIP-WRIGHTS, JOINERS, BOAT-BUILDERS, SPAR-MAKERS, and general departments is under experienced European Superintendence.
The SLIP has been substantially constructed, in a perfectly land locked and secure position, and has been pronounced by competent authority as equal to any existing slip of the same kind.
Charges, for three days' use of the Slip, One Dollar per ton, and all labour, material, &c., supplied on moderate terms. For further information, apply to
GLOVER & Co.,
Managers.
1f 937 Nagasaki, Japan.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL, 1,500,000 TAELS SHANGHAI SYCEE, in 5,000 SHARES OF 300 TAELS EACH.
Paid up Capital, Tls. 300,000, or Tls. 100 PER SHARE.

Court of Directors:—
F. A. GROOM, Esq., of Messrs. Glover, Dow & Co.
R. W. LITTLE, Esq., of Messrs Little & Co.
T. PROST, Esq., of Messrs Wm. Pustau & Co.
J. B. ROBERTSON, Esq., of Messrs Bell, Purdon & Co.
J. F. H. TRAUTMANN, Esq., of Messrs Trautmann & Co.

Head Office, Shanghai.
Secretaries, pro tem., TRAUTMANN & Co.

Counsel to the Company,
N. J. HANNEN, Esq., *Barrister at Law.*

Agents:—
London:
COMMITTEE OF THREE DIRECTORS.
Agents, Messrs. ROBT. BENSON & Co.

In Hongkong ... Messrs. WM. PUSTAU & Co.
" Hankow ..... " J. MAJOR, Esq.
" Foochow ..... Messrs. JOHN FOSTER & Co.
" Yokohama ... " ASPINALL, CONNER & Co.
" Singapore ..... " HARRISON, SMITH & Co.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.
The Company will be a permanent one.
The Net Profits will be divided every year as follows: 30 per cent will be retained as Bonus to all *Contributors of business*, *rateably in proportion* to the amount of Net Premia contributed. Interest at the rate of 10 per cent. per annum on the paid-up Capital will be paid to the *Shareholders*, and the Balance of the Net Profits carried to the Reserve Fund.
When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will be divided as follows: 30 per cent. to all Contributors of Business; 30 per cent. to the Reserve Fund; and 50 per cent. to the Shareholders.
When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will then be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent to the Shareholders.
The Funds will be in the hands of the Directors both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.
Messrs TRAUTMANN & Co., will officiate as Secretaries till 31st December, 1870, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.
TRAUTMANN & Co.,
Secretaries, pro tem.
2254 Shanghai, 23rd November, 1869.

NOTICE OF REMOVAL.

THE business of E. R. HANDLEY, Plumber, Coppersmith and Brass-founder, has been REMOVED to 70½, *Praya West*, next to the P. & O. Coal Stores.
1m 640 Hongkong, 4th April, 1870.

NOTICE.

RENTS AND ACCOUNTS COLLECTED with despatch, and DISTRAINT WARRANTS FOR RENT issued and executed.
SECURITY IS REQUIRED.
THOS. W. BARRINGTON,
47, Wyndham Street
1f 338 Hongkong, 18th February, 1868.

TUCK-LEE,
SHIPCHANDLER, COMPRADORE, AND FAMILY GROCER,
No. 58, PRAYA, HONGKONG.
Families and Shipping furnished with every kind of Supplies. Ballast and Water provided at the shortest notice, and on the most reasonable terms.—*Hampoa Beef.* [1y 2108

Intimations.

EX "*BLACK PRINCE*" & "*GUINEVERE*."

CASSELL'S Choicely ILLUSTRATED WORKS, at very low prices, comprising:—Dore's BIBLE, Milton's PARADISE LOST, Dante's INFERNO, PURGATORIO and PARADISO, Pontoise's PAGLES, MUNCHAUSEN, PILGRIM'S PROGRESS, GOLDSMITH, Gulliver's TRAVELS, ROBINSON CRUSOE, SHAKESPEARE, BELIN SAUVAGE LIBRARY, HISTORY OF ENGLAND, Child's BIBLE, SCENERY OF GREECE, WORLD OF THE SEA, POPULAR EDUCATOR, READINGS by Tom Hood, Æsop's FABLES, Gift BOOKS for Children, &c., &c., &c.
French Felt HATS.
CUPS and SAUCERS.
Liebig's EXTRACT of MEAT.
Electro Plated WARE.
Toilet SERVICES.
Christy's HATS.
Playing CARDS.
Russian CIGARETTES.
Dawson's BOOKS.
STATIONERY.
Russian CIGARETTES.
Rodger's CUTLERY.
Lead PIPING.
Russian CIGARETTES.
Soft SOAP.
Hubbuck's PAINTS and OILS.
Hubbuck's TURPENTINE.
BUNTING.
GUNPOWDER.
Overland TRUNKS.
PORTMANTEAUX.
Rowland's ODONTO.
Music PAPER.
Toilet SOAP.
Hair BRUSHES.
Boxing GLOVES.
Log SLATES.
Soda Water and Wine CORKS.
Card CASES.
Mitchell's PENS, of each letter.
Rutter's TABLES.
Basket SAUS.
Horse HAIR.
GUINNESS, by Burke.
Crosse and Blackwell's STORES.
Copying PRESSES.
Ice PITCHERS.
Straw HATS.
Nursery LAMPS.
Patent LOGS.
Paper COLLARS.
Brass WIRE.
KAMPTULICON.
Leather HOSE.
Breakfast and Dinner CLARETS.
&c., &c., &c.
LANE, CRAWFORD & Co.
1f 731 Hongkong, 18th April, 1870.

ST. JOHN'S CATHEDRAL CHURCH.

ANNUAL GENERAL MEETING OF SHAREHOLDERS.

THE Annual General MEETING of the Shareholders of ST. JOHN'S CATHEDRAL CHURCH, will be held at the Vestry on THURSDAY, the 28th Instant, at 4 P.M., for the purpose of electing Trustees for the ensuing year, and for passing the Accounts of the Treasurer, under the provisions of clauses 4 and 19 of Ordinance 9, of 1847.
F. W. MITCHELL,
Trustee and Treasurer to the body of Trustees.
4f 712 Hongkong, 16th April, 1870.

THE UNION DOCK COMPANY OF HONGKONG AND WHAMPOA, LIMITED.

HOLDERS of Scrip in this Company are requested to send in the same to the Undersigned, for the purpose of exchanging it for New Scrip in the HONGKONG & WHAMPOA DOCK CO., LIMITED.
W. F. RUSSELL,
Secretary.
1f 616 Hongkong, 31st March, 1870.

THE Office of the Undersigned has been REMOVED to No. 13, *Hollywood Road*, and Mr. A. L. AGABIG, Jr., is authorised to sign the name, and manage the business of our Firm, from this date.
JAMESON & BARTON.
1f 620 Hongkong, 31st March, 1870.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are requested to send in to the Office of the Company the Scrip now held by them for Shares; in return for which they will receive New Scrip.
By order of the Board,
G. N. MINTO,
Secretary.
1m 639 Hongkong, 4th April, 1870.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Offices of the Company are this day REMOVED to No. 48, *Queen's Road.*
N. J. EDE,
Secretary.
1f 806 Hongkong, 30th March, 1870.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

A DIVIDEND of 18 % (Twelve *per cent*) has been declared on the net premia contributed to the above Association for the year ending 30th September, 1869.
POLICY HOLDERS will please send in particulars of their contributions to that date, to the Undersigned.
RUSSELL & Co.,
Secretaries.
1f 590 Hongkong, 26th March, 1870.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

UNTIL further notice, the Company are prepared to tow Vessels to and from Whampoa, and remoat them in their Stone Docks (with Caisson gates), at
(40) FORTY CENTS PER SHEET.
By Order,
G. N. MINTO,
Secretary.
1f 663 Hongkong, 7th April, 1870.

LEONARD BARNES.
GOVERNMENT UNDERTAKER,
(By appointment.)
Funerals entrusted to his care will be properly and economically conducted.
Head Stores cut and erected.
Spring Gardens,
Opposite Messrs. Bell, Purdon & Co.
1f 755 Hongkong, 15th April, 1869.

DENTISTRY
BY
VARNUM D. COLLINS, D.D.S.,
Office, 50, *Wyndham Street.* Patients visited at their residences when desired. Operative and Mechanical work at moderate rates.
1f 231 Hongkong, 1st February, 1870.

Intimations.

GRAND EASTER BAL MASQUE
AT THE
THEATRE LUSITANO.

TO take place TO-MORROW, the 19th inst., at 9 o'clock.

PRICES OF ADMISSION.
A Box to hold six $8
Single Ticket 1
To be had at the CLUB LUSITANO, and at the door of the Theatre.

Doors will be opened at half-past 8 o'clock.
798 Hongkong, 13th April, 1870.

FOR SHANGHAI.

THE Steamer
"VENUS,"
will be dispatched for the above port at 4 P.M. TO-DAY, the 18th instant.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
726 Hongkong, 18th April, 1870.

FOR YOKOHAMA.

THE Steamer
"ERL KING,"
will be dispatched for the above port at 4 P.M. TO-DAY, the 18th instant.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
727 Hongkong, 18th April, 1870.

FOR AMO

DEATH.
At Yokohama, on the 5th instant, from Diarrhœa, SAMUEL HARRIS TALBOT, aged 33 years.

The delivery of the Daily Press from the office commenced on Saturday evening at 5.55, and the last newspaper left the office at 10.15.

The Daily Press.

HONGKONG, APRIL 18TH, 1870.

EVERY batch of fresh facts obtained with reference to the interior of China, in relation to the question of foreign trade, confirms a view long held by the majority of those who are best acquainted with the nature of affairs in this country, namely, that the people as a whole are willing to trade, and that it is only the defective system of Government and the oppressiveness of the official classes, that stands in the way of progress. While the Pekin Government assures the Ministers that it is impossible to grant facilities for trade in the interior of the country, because such a course would infallibly lead to disturbances, the people themselves display none of this gross animosity and antipathy, but, on the contrary, are desirous to enter upon trading relations. The report sent by BARON RICHTHOFEN to the Shanghai Chamber of Commerce, forms an illustration of the point under notice. He describes the people in the Kwang-tung Province, which has usually been represented as one of the most turbulent and disorderly, as being civil to foreigners; while with respect to Hunan, he notices that care and circumspection are requisite, but considers the bad reception of foreigners to be due simply to a class of rough Chinamen to be met with everywhere in China, but perhaps in larger numbers in Hunan than anywhere else. He states, however, that there is a good class of people largely represented in the Province, and it is probable that under a better system of Governments, the roughs would very soon be put down. Even with regard to the local Mandarins, the reports of their hostility to foreigners seem to be vastly exaggerated. So far from restraining BARON RICHTHOFEN, they encouraged his visits to the large cities, and assisted in procuring him the necessary comforts. These facts are of great significance at the present time, and prove very distinctly how mistaken a course it is for the foreign representatives to rely on the vague statements of disorder in the Provinces made by the Pekin officials, for the express purpose of keeping foreigners out of the country. In a half governed empire like China, it is to be expected that at first any extension of foreign intercourse would be attended with some slight troubles, but there is no question that these would disappear in a very short space of time; and that there would be little difficulty in generally opening the country, if the question were taken up in earnest. Three parts of the reports as to the opposition of the people in the interior seem simply made up to frighten Europeans away; and it has been proved in nine out of ten cases of disturbance, that the difficulties have originated with a few hostile officials or *literati*, who have used their influence to egg on the mob to acts of violence.

The steamer *Anof* bring intelligence that at Swatow, on the 13th instant, at 1 a.m., H.M. gunboat *Starling*, riding in a strong gale, blew and a gale from S.W. broke her chain and dragged her anchor until she drifted under the bow of the P. & O. steamer *Norna*, and thereby lost minor spars, including another main, and 2 starboard bulwarks, rigging and quarter boat. The *Norna* having veered to the clench, after about two hours work the *Starling* was anchored in a safe berth.

Mr. Moss is to start this morning for Canton, whence he will commence his journey on behalf of the Chamber of Commerce, to the interior. The route will be that which he originally proposed, namely, up the West River, passing Wooshoo, Sinchuhfu, Nanningfoo, so far as the River is navigable by junks; thence it is understood to be to Fuhshihking, in Kwangsi, and thence westward. The proposed journey it is contemplated will take nine months. The necessary arrangements have been carefully planned; not, however, without considerable difficulty, chiefly in procuring suitable Chinese to accompany the expedition, their objection to travel so long a distance having proved almost insurmountable.

The Government *Gazette* of Saturday publishes Mr. Gresgich's Report on the police for the year 1869, which gives an improved satisfactory statement with respect to comparative crime, during 1869 and 1868; though there seems to be some ground to conclude that an error has been made in some of the returns, which somewhat detracts from their value. A more detailed review will be given in due course. With respect to the establishment of a Detective Force, Mr. Gresgich expresses his opinion that "if such a force existed, it would be of very little use, unless outposts could be maintained under European supervision at different points in the San-on District, and in Canton and Hongkong, which under ordinary circumstances would of course be impossible." There is considerable room for difference with this view of the subject.

COURT OF SUMMARY JURISDICTION.
BEFORE THE HON. J. PAUNCEFOTE.
LEUNG YAN HIN and others *v.* CHEANG ATSUN—$25,000.—This case was proceeded with, Mr. Toller appearing for the plaintiffs, and Mr. Hazeland for the defendant. *Ng Tai Hing*, the last of the plaintiff's witnesses, was called, and testified that he was the assignee in possession of the Crown lease of the property in question. A certain lease of those premises was produced, granted by this witness to one Cheung Sai Kwun, and dated in Feb., 1864. Cheung Sai Kwun, witness had heard, was dead. The defendant's name was Cheang Atsun, and he was the son of the Cheang Sai Kwun, to whom witness had granted the lease. Witness had never known a son to bear the same name as his father. Although of the lease there were present, besides the witness, Pun Yun (Messrs. Walker's compradore) Ng Afow, and Cheung Sai Kwun, but not the defendant. The name of Cheung Sai Kwun was at the foot of the lease, as the writer of it, before it was brought to witness, but the chop was put on in his presence. He had himself written out a draft of the lease, which he handed to Cheung Sai Kwun to be fair copied by him. The defendant had often paid the rent for his father, before the death of the latter, but not since.

Mr. Hazeland said that after the evidence that had been produced, he should admit that the defendant had no legal right to distrain, and he should address himself to the question of damages. The defendant had apparently continued to sign his father's name after his death, as he had done before that occurrence. There had been a misapprehension as to the right to distrain, which was occasioned for by supposing that the defendant thought the lease was granted to the family. As to damages, he had shown that there was no malice in the matter, and the evidence had shown that nothing had been removed from the shop, and no damage had been done.

Mr. Toller said he did not go upon the question of malice, but would ask his Honor to give substantial damages. It had been proved that a distress had been put in, and that fact alone must tend to damage the business very materially.

The plaintiff, recalled by the Court, said that his trade was not very much injured. It was the annoyance that he complained of.

His Honor said that some damages ought to be given to mark the fact that an illegal distress cannot be put in with impunity, and under the circumstances there would be a decree for the plaintiff, damages $50.

A. DOYLE *v.* F. LEDER—$164.50.
Mr. Hazeland appeared for the plaintiff, and Mr. Francis, who appeared for the defendant, admitted the claim. Mr. Hazeland asked for a decree, with costs merely of summons and hearing, which was granted.

The Court will sit on Thursday next instead of Tuesday, the latter day being fixed for the April Criminal Sessions of the Supreme Court.

POLICE INTELLIGENCE.
April 16th.
BEFORE C. MAY AND J. RUSSELL, ESQS.

GODOWN ROBBERY.

Chu Achee and Loo Ahoi, of Keung-shan, boatman in the employ of Messrs. Turner and Co., remanded from the 14th inst. were brought up, charged with being concerned in a robbery under the premises of Messrs. Vogel, Hagedorn and Co.

Henry Kirchoff, a partner in the firm of Vogel, Hagedorn and Co., of the Praya Central, stated that on the morning of the 14th inst., about 6 o'clock, the watchman on their premises reported to him that the Godown had been broken into, and that he had visited the same, and found that the door had been broken open. The padlocks had been wrenched off and the door apparently prized open by a crowbar. He had discovered the loss of five cases, containing merchandise of various sorts, value about $700. He had immediately reported the circumstances to the Water Police and Central Station, and while at the latter a case of goods (produced), their property, was brought in. The Godown was in the charge of Godownkeeper and Compradore. The watchman is on duty the whole night. Godown and dwellinghouse are on the same lot, the premises being those formerly in the occupation of Bosman and Co., and about 40 yards from Messrs Turner and Co.'s offices. The Godown had been opened on the previous day for the receipt and delivery of cargo, several Chinese buyers had taken delivery of cargo. Could not say when the godown was closed for the day. Chan Asing, district watchman No. 35, stated that on the morning of the day in question (the 14th inst.) he was on duty on the Praya Central, near the Bank Wharf, and saw the defendants carrying the box (in court) with a wooden pole. They were looking about them, consequently he suspected them, and followed people how the box came there, and some one had told him that two men, in broad daylight, had brought the box, and wanted it taken to Lapapuwan.

Po' Afat, compradore to Messrs. Vogel, Hagedorn and Co., stated that he had left his family house in Wing On lane, between six and seven p.m., and between six and seven next morning he had returned, but to the hong, not to his house.

Mr. James Henry Cox, an assistant in Messrs. Turner & Co.'s, stated that he had known the second defendant upwards of eight years, and had always looked upon him as a man to be trusted; he would have no hesitation in trusting him as much as superior men in the employ; as head boatman he was frequently entrusted with valuable packages. The first prisoner had also been in the employment of the hong for some time, but he did not come so much under his notice.

Hon. Phineas Ryrie, the head partner in Messrs. Turner & Co. in China, stated that he had known second prisoner about seventeen years, during the whole of which time he had been in their employ. He was often trusted with treasure and valuables. He would still trust him, notwithstanding this charge. First prisoner had been seven or eight years in the employ, and of his honesty he had never heard question. At present the ship *Black Prince*, consigned to their firm, was discharging cargo, and nearly always when ships are discharging cargo there is some cargo missed. The principal godown coolie, and the boatman were especially charged to keep a look out for stray packages.

Mr. Caldwell, on behalf of the defendants, urged upon his Worship's consideration the property of his client in giving his station in place of committing the men for trial. It was a case where there was a great preponderance of evidence in the defendants' favour, and it seemed to Mr. Caldwell, under such circumstances, it would be a right course of procedure for the Magistrate to decide, and so do away with the necessity for his clients employing counsel, and having all the under misery incidence of appearing before the Supreme Court.

His Worship, however, observed that he did not feel justified in doing otherwise than sending up the case to be tried before a jury. If night, of course, happen that the Attorney-General would not find a true bill, in which case the matter would be at an end; and, as Mr. Ryrie had offered to come forward as bail, there could be no hardship inflicted on the defendants.

The defendants were committed for trial, bail being taken in the sum of $250 each.

ILLEGAL PAWNBROKING.

Upon the information of Inspector Petersen, the complaint against Chan Chee Road, was charged with having on the 13th instant, at Victoria, unlawfully exercised the calling of a pawnbroker, without being licensed so to do. Inspector Petersen stated that he had found in defendant's house about one hundred articles of European clothing, also a book (produced), he had a store in Lascar row, where he sold the second hand European clothing, and he had been furnished with reliable information that defendant was in the habit of advancing money on clothing, and if not redeemed in three days, they were forfeited. He had visited the premises of defendant a pair of trowsers, which he had sent by his witness to defendant's shop (produced). Tchoun Atum, the witness, a boatman, residing at No. 5 waiting, then stated how on Wednesday, the 13th instant, he had pawned or pledged a pair of trowsers for thirty cents, upon the understanding that if he did not redeem them on the morrow with forty cents, the garment was to pass irrevocably into the possession of defendant, and upon his request, a paper setting forth the pledging and the terms thereof was furnished to him (produced).

For his defence the defendant claimed that the trowsers had become his property in a legitimate accountable transaction; that he had bought them, and that the paper which had been produced was not given by him. To make this defence good, he subpœned one Leung Ahoi, who declared himself a street coolie, and stated that about three days ago he had been employed by defendant to carry to his house a bale of second hand clothes, from his stall in Lascar Row, and that while waiting for payment, he had witnessed the second witness enter and sell the trowsers in questions for 30 cents; he could swear that defendant had not given any paper to the witness. Ism Shing, on behalf of the Magistracy, stated that having examined the book, he had found that some of the entries in it were exactly similar to the writing in the paper. Fined $50, in default two months' imprisonment.

ASSAULT.

Mitchell Daly, an English seaman, unemployed, was fined 10s., having been convicted of an assault committed on the canteen bar-boy at the Sailors' Home, he was not altogether unknown at the magistracy, a previous conviction having marked the steward of the Home being recorded against him.

DISORDERLY CONDUCT.

Arthur O'Leary, another unemployed English seaman, accused of attempting to force an entry into a certain house in Shelley Street, the abode of a reputed prostitute, having consented to the imbibition of a quantity of shanqueen, and subsequently had a quarrel with the police, was fined 20s., in default, one month's imprisonment, and ordered to pay $1 damages, and $3 for damage done to the police clothing, in default, seven days' further imprisonment.

DRUNK.

William Green, a seaman of the *Bel King*, was fined $1 for drunkenness, and resisting the police in the execution of their duty; he had been unable to go off in a boat, and $1 amends for damage done to clothing.

A MODEL WATCHMAN.

Moore Lum, of Gahool, a watchman at Messrs. Jardine, Matheson and Co., at East Point, was convicted of having struck with a stick Indian police constable Barbulha Khan, No. 174, who had warned him that he crept towards certain families who passed him in the street would certainly, if persisted in, bring him to grief. Prosecutor having brought up the man, in whose shop he was at the time, defendant, returning upon his steps, had struck him. Defendant was fined 20s., in default, seven days' imprisonment.

AN INJURED WIFE.

Shek Akin, wife Chow Amon, a stone cutter, resident at Kwung-chow, told the story of her life as follows, but true to the injured woman type, did not want her husband punished, reminding his Worship that she was not the person who had caused him to appear in Court as defendant; "I am wife to defendant, who is a stone cutter. He has nothing to do now. He has pawned all my clothes. He does not care to redeem my clothes when he gets work. This morning, after breakfast, I warned the defendant to stop gambling, and when he gets money the following gamblers. He did not like the admonition, and beating sprang. Then he dragged me into the street, and said he would take me to the station. He pulled me by the hair of my head. The people in the street seeing this, gave him into custody. I have lived with the defendant six years, and was a widow before I went to him. I did not bring him up, and don't wish him punished."

Defendant said the woman wanted him to redeem some clothing. He had no money at present. Ordered to enter into bail in $25 to keep the peace towards his wife for two months.

THIEVES AND BEGETTERS.

On the 11th of last, the three defendants Cheung Achoong, of Sanchow, unemployed, Mak Achak, of Sintuntsuk, and Pun Asin of Sining, silversmiths, were charged with having been connected with the robbery from the house of Mr. José Maria d'Almeida e Castro, in Mosque Gardens, of a quantity of plated forks and spoons, the case was remanded until the 13th, and from that date to the 14th, when the prosecutor gave evidence connecting each of the three defendants with the robbery and subsequent possession of the stolen property. Tam Ahyee, a shop coolie unemployed stated that he resided at Station-street, next door to the first defendant, and on the evening of the 6th inst. was having supper in the house, where first defendant lodged, with the landlord. On that occasion he had seen a boy, named Akohon enter the house and hand to first defendant a bundle, but did not hear anything said by either to the other. First defendant and his brother then went into a bed within his view, shortly after which he had left and gone to his own abode. On the next day, between 8 and 9 a.m., he went to the house to see the landlord, but did not see either first defendant or his brother; while there, the cook to Mr. d'Almeida came to the house enquiring for Ahchim, and said something about his master having been robbed of some spoons and forks. He had then told him what he had seen on the previous night, and promised to make enquiries; at about 8 a.m. first prisoner returned alone, and he had then said to him "your brother brought a bundle here last night, what was in it?" To the question first prisoner had not given any reply. He had then said to the gentleman where your brother is employed in my friend, and I must make enquiries, so I promised to do so, and you must tell me all about it." First prisoner said "Well, I tell you, my brother did bring some forks and spoons, and I sold them at a silversmith's shop in Lascar Row for 90 cents;" in consequence of this he had gone on the next morning and told the cook all he knew. Law Pun Tang, cook to Mr. d'Almeida, stated that he had accompanied his master and the police to Tuphistan. He and Ayee, the last witness, went away with a police constable, (Chinese) and afterwards he had seen the first prisoner in charge of this constable, recognised him as the brother of Ahchim, from the fact that he had visited his brother at the house of Mr. d'Almeida. He heard first prisoner say "my brother brought some forks and spoons to me, and I sold them for 90 cents at a shop in Lascar Row. I am willing to point out the shop." The first prisoner did point out the shop at Lascar Row, and on entering he saw the prisoner say in hearing of the second that he had sold the forks and spoons to the second prisoner, who had immediately replied "Yes, I bought them, but the master of the shop has taken them, and you must wait until he returns in order to get them back." They had then waited more than an hour, after which Inspector Duggan had searched the premises, when one coolie had answered the second prisoner. In reply to a question by Mr. Sharp, he was certain that second prisoner said that his master had taken the spoons and forks from the house, and that they (we) must wait until he returned to get them. Inspector Duggan then stated how the arrest of the third prisoner was made, and that on his being brought to the station he had said to him, "Where are the spoons and the forks?" to which he had replied, "Send a constable with me, and I will get them." He had then proceeded to Mr. Ho, Ki Ray, to accompany the first prisoner; shortly after they returned, the constable bringing with him the spoons and forks (produced). Shortly after this the Chinese constable, who had relieved him, who had been left in charge of the silversmith's shop in Lascar-row, came to the station, bringing a Chinese female with him, and she said something about the forks and spoons. Ism Akow, C.I.O. No. 11, stated that about midnight of the 9th, he relieved another constable in charge of a shop in Lascar Row; on his arrival he saw a woman pointed out Wong Akew within the shop. At about 3.30 a.m. the woman went outside the door of the shop, and entered into conversation with another woman, in a few minutes she came back into the shop having a packet in her hand, which she threw on to the floor. He had then said to the woman "What is that?" she said, "the silver ornaments," he had then picked up the packet, the wrapper was of old paper, and opening it in the presence of the women, found between them a quantity of silver. He had gone outside, but he could not see the women who had been conversing with Wong Akew. In reply to his question, Wong Akew told him the woman who had been talking to her had received the forks and spoons, Wong Akew then stated how after having heard that the second prisoner was in custody, and in consequence about 2 a.m. she had gone to the silversmith's shop, and at about 3 a.m. she had opened the door by a female known to her for few years, a prostitute, she had said, "Take this into your shop, handing a packet, and she had done so." Witness then stated that she could point out this woman to whom she had referred, and a constable was sent with her, and a woman named Chun-tong-yee was found in the Court as her, but she strongly denied any knowledge of the last witness, the house in Lascar Row, any midnight visits to it, or any knowledge of the forks and spoons; she had never to her knowledge seen either the first or second prisoner. Admitted to bail as before, and the witness Wong Akew to find a surety for forthcoming, and witness Chun-tong-yee remanded upon the charge of giving wilful false testimony.

DRIVING.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—It is a disagreeable reflection that some of the so-called "Hongkong Swells," have had some experience in driving, for had it been otherwise, a most disastrous accident would have taken place on Saturday last. A young man driving from the direction of East Point in a light carriage, was passing that very narrow and crowded portion of Queen's-road, near Messrs Lemuel's Store, when a gentleman, in endeavouring to avoid collision with the chair of a broker, a coolie with broad shoulders, muscular form, and carrying wages at per minute, unexpectedly emerged from the side of which really exist by the way, and supporters therefore should perhaps be encouraged), in spite of all warnings in Chinese and best English, attempted to force a passage through, so far as H.B.M. was concerned, to cross the road under the nose of a valuable and timid North China pony, a Britisher, and his groom, to the imminent peril of the Britisher so detailed, the broker, and light trap above mentioned, and a dozen other useful articles. You will be glad to hear that the coolie in question received a knockdown, in the shape of a crash down of the ship on his brawny shoulders, that such valuable property must be respected.

Yours truly,
A OLD WHIP.

Hongkong, 15th April, 1869.

SHANGHAI.

The steamer *Bombay* brings dates to the 12th instant, but there is little news of interest. Another registration remonstrance, in which the gentleman refusing to comply with the requirements of the order in Consul was arrested and taken to gaol, but shied on seeing the cell door open, and so escaped to compromise matters. There has been a meeting of the Chinese Hospital, the accounts of which show a deficit, which, however, it is hoped to remedy by an appeal to the public.

TIENTSIN.
(North China Daily News.)

Our Tientsin correspondent confirms the news we published a few days ago, regarding the serious defeat inflicted on the Imperialists in Shensi; and adds that the state of things in that province is very bad, and causes great anxiety to the officials. Incredible as it may appear, it seems to be a fact that the Government does contemplate opening coal mines in the Shensi province; and we are assured that engines are now being made in the Tientsin arsenal, for pumping out water and raising coal. Snow fell on the 1st April, and the roads to the interior are still very bad.

JAPAN.

The *Molucca* brings news from Yokohama to the 9th instant. The report with reference to the assassination of the United States Consul at Yeddo, Colonel Sheppard, proves fortunately to be an exaggeration. An attempt was made at such a deed, a few years, and was a widow before I went to him. I did not bring him up, and don't wish him punished."

Defendant said the woman wanted him to redeem some clothing. He had no money at present. Ordered to enter into bail in $25 to keep the peace towards his wife for two months.

THIEVES AND BEGETTERS.

On the 11th of last, the three defendants Cheung Achoong, of Sanchow, unemployed, Mak Achak, of Sintuntsuk, and Pun Asin of Sining, silversmiths, were charged with having been connected with the robbery from the house of Mr. José Maria d'Almeida e Castro, in Mosque Gardens, of a quantity of plated forks and spoons, the case was remanded until the 13th, and from that date to the 14th, when the prosecutor gave evidence connecting each of the three defendants with the robbery and subsequent possession of the stolen property. Tam Ahyee, a shop coolie unemployed stated that he resided at Station-street, next door to the first defendant, and on the evening of the 6th inst. was having supper in the house, where first defendant lodged, with the landlord. On that occasion he had seen a boy, named Akohon enter the house and hand to first defendant a bundle, but did not hear anything said by either to the other. First defendant and his brother then went into a bed within his view, shortly after which he had left and gone to his own abode. On the next day, between 8 and 9 a.m., he went to the house to see the landlord, but did not see either first defendant or his brother; while there, the cook to Mr. d'Almeida came to the house enquiring for Ahchim, and said something about his master having been robbed of some spoons and forks. He had then told him what he had seen on the previous night, and promised to make enquiries; at about 8 a.m. first prisoner returned alone, and he had then said to him "your brother brought a bundle here last night, what was in it?" To the questions

Sales on 12th April, 1870.
As reported by Chinese

White Sugar, 300 bags, at $7.50, by Wing Cheong Shun to Hongkong merchant.

White Sugar, 100 bags, at $6.60, by Wing Cheong Shun to Hongkong merchant.

Betelnut, 50 piculs, at $8.00, by Wing Cheong Shun to Canton merchant.

Shellfish, 10 cases, at $14.00, by Wing Cheong Shun to Canton merchant.

White Alum, 2,000 piculs, at $1.67, by Hing Tai Chan to Canton merchant.

Sham Rice, 3,000 piculs, at $2.10, by Tuk Mi to travelling merchant.

Dried Lily Flowers, 20 bags, at $21, by Kwong Fook Wo to travelling merchant.

Tea, 100 chests, at $37.50, by Kwong Hing Hong to Hongkong merchant.

NEWS FOR THE ENGLISH MAIL.

HONGKONG.

On the 12th inst. H.E. the Governor and Lady MacDonnell took their departure from the Colony in the P.M.S.S. *Japan*. Notwithstanding that the weather was bad, a steady rain falling all the time, a large number of people assembled at Fedder's Hill, and at that wharf, from which His Excellency was rowed off to the steamer. At 10 a.m. the 18th Regiment, the 20th Regiment of Native Infantry lined the road, down which the carriage containing His Excellency, Lady MacDonnell, H.E. General Whitlock, Vice-Admiral Kellett, had drived, received the Colonial Secretary, and Dr. Macey made its way a little after 2 o'clock. On descending from the carriage, H.E. and Lady MacDonnell were cheered, and another cheer greeted them as they entered the barge. Among those present, there were also the Attorney-General, the Colonial Treasurer; Col. Gore, Commandant; the Registrar-General, the Surveyor-General, the Postmaster-General; Consuls Robertson, De Fonblanque and Otting; the Hon. Messrs. Gibb and Sowerby; Messrs. Magniac, Kresser, Arthur; C. May, Chief Police Magistrate; Messrs. Pollard, Dr. Heffernan, Col. De Butts, Mr. J. Russell, Police Magistrate and Private Secretary to H.E.; Messrs. Ecckel, Samson, Bevan, Canon Bench, Mr. Thomson, Mr. Peter, Deputy Superintendent of Police; Mr. Thomsett, Harbour Master; Messrs. Linstead, Lundstein, and Walker, besides several ladies. A salute was fired from the *Princess Charlotte* as the boat went off, and a numerous party accompanied His Excellency and Lady MacDonnell to the steamer, where they took a hearty farewell. A few days previously to his departure, H.E. mentioned, in laying the foundation of the new Chinese Hospital, that his intention was to return to Hongkong, after a short stay in Japan, to explain his views, and to enquire into the measures to be more efficiently, if not more fully, carried out, if the interior has not been tranquillised, and as the central Government bears in mind the lesson taught it in 1860, by English and French armies, it has not, even in its dreams, thought of acting offensively against a foreign power, much less thinking of doing so when crushed and at a powerful insurgent force in the next province, employing a large army in the attempt, hitherto fruitless, of putting the rebels down—a work which may last years yet to come.

WRECK OF THE STEAMER "PRINCE KUNG."

The following deposition, made before H.B.M. Vice-Consul at Pagoda Anchorage, gives full particulars of the outset of this unfortunate, which took place on the 29th ultimo:—

The deposition of John George Dunn, British subject, made at the Pagoda anchorage on the 29th March, 1870, before H.B.M. Acting Vice-Consul, Mr. Murray.

The steamer *Prince Kung*, Brown, master, left Foochow city at about 7 a.m., Saturday, 26th March, 1870, with cargo and passengers for Shanghai. At 9.30 a.m. she anchored off the Pagoda, took in coal, and left the anchorage at about 2 p.m. same day. As the water on a spring tide was at its ebb, the steamer anchored at about 4 p.m. near to the Sheep Peak Island, but got up anchor and steamed away on her voyage at about 6 p.m. At 8 p.m. the night was misty, but land could be seen. At 9 a.m. I was thrown out of my berth by the shock of the vessel's wheel which was beating on rocks. On reaching the deck I saw that she was aground under a steep granite cliff, and that a surf was violently beating on the shore. The night was foggy, but land could be seen at a distance of 30 yards. The wind was strong, and seemed to be rising. The Chinese were and passengers were on deck and much alarmed. I found Captain Brown near to the wheel-house forward. He was perfectly cool and self-possessed, and his quiet manner soon re-assured the Chinese crew and passengers. He told me he thought the vessel could be got off, and that all aside must leave the ship. Preparations were made to lower the boats. I only saw two boats on the vessel, one on the larboard, the other on the starboard side. Captain Brown told me to get into the starboard (port side) boat, with the engineers and mate. I then leaped and got into it. The sea was rolling in, and the boat was almost water-logged. About six or seven Chinese got into it, but still one accepting (that of the cook), the men were panic stricken, and could not render any assistance. After encountering much danger, the boat was put ashore in a little sheltered spot protected from the surf. All on board the boat then waited ashore. I went with the engineer and mate across the hill towards the wrecked steamer. The engineer disappeared suddenly, and as the cliff was very steep, and the night dark and foggy, I thought he must have fallen over, and that he had been killed. I wandered about with the mate for about two hours trying to get to the shore, and at last did so. The descent from the hill to the shore was very difficult, as we could not see more than three or four yards ahead. When I reached the shore I found that the engineer had got to the rocks in safety, and had caught hold of a rope from the ship, and then had safely by himself, and without assistance, pulled a light hawser ashore, made it fast to a rock, and had by his own unaided exertions got many of the firemen, crew, and passengers ashore. I must say that to the exertions of Mr. Gilbert, the passengers and crew owe their lives, as the larboard boat had been smashed, as soon as it was lowered, by the surf. After a time all the passengers and crew were brought ashore on the hawser; then some stores of biscuit and water, then arms, then baggage. Lastly, at about 3 p.m. Sunday morning, the captain, after satisfying himself that no Chinese were left on board, came ashore. Captain Brown on the ship, and the engineer, Mr. Gilbert, ashore, by their own unaided exertions then had saved the lives of the Chinese crew and passengers, at 1 or 5.30 a.m. Sunday, daylight broke. The desperate situation of the steamer was visible to us. Clearly it was hopeless to get her off the rocks, the sea was breaking over her, and as the rollers came in she struck the rocks heavily. At 12 a.m., Sunday, 27th March, I left the Crab Rock by permission of the captain, in a small fishing-boat, encountered a storm of wind and lightning, and arrived at the Pagoda anchorage, 6 a.m., Monday, 28th March, 1870. I wish emphatically to bear testimony to the admirable conduct of Captain Brown. When he left Foochow he was suffering from fever and ague, but from the time the vessel was ashore he made strenuous and exhausting exertions to save the lives of the passengers and crew. I cannot speak too highly of his skilful, cool and courageous conduct; and he had great dangers and difficulties to encounter. The engineer, Mr. Gilbert behaved admirably. To his good conduct the safety of the small boat is due. He got down the cliff to the beach in the darkness at very great personal risk, and for his exertions, which were unrivalled, I hope he will get a recompense. He brought all the Chinese crew and passengers ashore on the rope. He is an excellent engineer, and a brave man, and I hope that his good conduct will be made known to the public, so that he will be able to get employment quickly, now that he has lost his earning, and most of his baggage. The Cantonese firemen behaved well. The Fukien sailors behaved badly.

(Signed) J. G. DUNN.
Witness, J. G. MURRAY.
Pagoda Anchorage,
Foochow, 29th March, 1870.

"THE LOSS OF THE "RENOWN."

H.M.S. *Rinaldo* arrived on the 14th instant, from the Yellow Group, whither she had gone in search of the master and crew of the British barque *Renown*. Mr. Adams, late master of the *Renown*, reports between 2 and 3 a.m. of the 10th of February, the ship struck on a shelving bit very steep bank on the reach of the S.E. side of the Island of Anguar, the southernmost island of the Group, the night being dark and cloudy, and the ship having overrun her distance, probably a strong northerly current. After daylight they left the ship, as it was clearly impossible to heave her off, as she had begun already to fill, being bilged, got the boats alongside, the ship being outside the beach, and commenced preparations for leaving, each one saving a portion of their clothing, and the chronometers. Left the ship at 7 a.m., and proceeded round outside the broken water to the lee side of the Island, where they were invited by the natives, but being suspicious of their character demurred to do so. Then proceeded to the Island of Pelliliew where they arrived at 5 p.m., remained in the boats all night, attempting to reach Corror, but the wind and current set too strong, were obliged to land on the North End of Pelliliew, having been 23 hours in the boat. After three or four days rest, received invitation from the chief of Corror to come off with him, accepted same, after re-visiting the wreck and finding it impossible to recover anything from her. The people of Corror behaved very well, supplying provisions of their own accord, such as fish and fruit. The Pelliliew people were inclined to pilfer, and seemed rather the rowdy of the population. The first idea of having in some way communicated with Manila, as there was not any mail sighted, commenced to lengthen the long-boat 10-feet, progress being slow for want of nails, &c., natives very good, giving every assistance. After the boat had been prepared, by being picked up by a passing ship in a trip that he was making between the two Islands in the planner, still continued the work of lengthening, the natives giving relief to another shortly, which turned up in the *Rinaldo*, when everybody was taken off without delay. Mr. Adams desires to thank Captain Robinson, and all on board the *Rinaldo* for the great kindness with which they were treated on board.

LETTER FROM BARON RICHTHOFEN ON THE PROVINCE OF HUNAN.

20TH TO 26TH FEBRUARY, 1870.

In accordance with your request I am communicated to you in my letter from Canton of December 30th, 1869, I have completed my journey through the province of Hunan.

I left Canton on Saturday last, went up the North River to Shaou-kan, and thence ascended its western branch, the Wu-shui, to Lotang-hien, which is just past the frontier of Hunan. By a two days' overland journey I reached Chinshan, where I was forced on a small affluent of the Lui-ho. I then descended slowly the Lui-ho and Siangkiang rivers to Siang-tan. It was my intention to proceed from Siang-tan to the Tung-ting lake and ascend the Tai-ping-stand to Shai-si on the Yangtse, and thence by land to Siang-yang-fu in Hupe. I was disappointed by learning that there was no water at present in the canal. This circumstance left me no other choice, than to go to Siang-yang either by way of Yo-chau and Shai-si, or by way of Hankow. I chose the latter route, which will take me back to Canton. It is a tedious journey through this level country, but unavoidable for reaching Hunan and Shan-si, which were intended to be my next field of research.

I hope the complete change of the order in which I first intended to explore various provinces will meet your and the Chamber's approval. If this should however be the case, I trust that the amount of useful information which I hope I shall have collected, spare from geological observations during the three months of this year (the same time which I would have taken up on the previously contemplated southern route to reach Szechuan) will justify my present plan. As regards myself, I am extremely satisfied with the change, as it will give me an opportunity of seeing every province in a season well adapted for it. On the southern route, I would now be in the western portion of Kwangsi, with a good chance of being obliged to return to Canton.

My journey has been, on the whole, satisfactory and pleasant. People in Kwang-tung are civil to foreigners, and I have no reason to complain seriously of those of Hunan. It is true that travelling by land in this province requires more care and constant watchfulness than it does in that province I had previously visited. There is a good class of people largely represented in Hunan. The best proof of this is the reception I met with, chiefly, to the existence of a class of rough characters which are met with everywhere in China, but probably in few provinces in equal number with Hunan. Though cowards when met singly, they wield power in exciting a crowd; and it is not difficult for them to succeed, as the inhabitants of Hunan are exceedingly superstitious (Fung-shui, for instance, which are little else but a farce in the northeastern provinces, exerts here their full sway). Threats of beating and killing the foreign devils are frequently heard. There is a long interval between threats and acts with Chinese, if they fear resistance; but a traveller has to use unremitting care to keep down the excitement of the mob. I hardly have met in any province with a rather set than the people in the coal-mining places of Hunan; foreign residents would have for a long time a dangerous position among them. On the other hand, the cleanliness, order, and industry of the people generally, and the great number of well educated and well behaved individuals, cannot fail to impress a traveller favourably, and this circumstance makes up, in some measure, for any unpleasant experiences he may have previously made.

I am under obligations to the mandarins of this province, who have treated me invariably with civility and afforded no help where I needed it. This is the more to be appreciated as their power appears to be very limited in this province, and the people in many places seem to govern their mandarins. All the way down from Siang-tan, without the least solicitation on my part, I have been accompanied, for the sake of safety, by an Imperial gunboat. The reason were, the supposed danger from rubbers consequent on the poverty caused by the floods of last year in these lower regions, and the known animosity of the mob against foreigners. The rude treatment the officers of your expedition experienced at Yo-chau is still kept fresh in memory. It would probably be difficult to find in the Chinese army more amiable officers than those who were appointed at every gunboat station to accompany me. Far from restraining my steps, they even encouraged visits to the large cities, and procured me the great comfort of keeping my boat always clear of curious spectators.

In obedience to my instructions I beg to lay now before you some preliminary notes regarding the country through which I passed.

TWO RIVER-LEVEL.—The Canton North river (including its branch, the Wu-shui) does not show the province of Kwang-tung to advantage. It crosses in succession, three mountain ranges of from 2,000 to 3,500 feet elevation, which trend W.S.W., to E.N.E. The first 1 month at Yangyuen-hien, the third north of Lo-chang-hien. The river breaks through them in steep gorges with precipitous walls. They are separated by equally elevated tracts of low hills and lime-stone cliffs, which enclose some fertile plains of small extent. Sinsu-shan-fu is situated between the second and third ranges. The existence of coal mines in that region has been known for a long time, little attention has been paid to them, on account of the inferior quality of coal brought for sale to Canton. But as work appears to be confined to those places where the coal-beds were found cropping out on the hill sides, and in more superficial than in most other coal-mining districts that have come under my observation in China, and in view of the absence of any known coal field of value in the neighbourhood of Canton, I think that that of Shau-chau-fu is well worthy a detailed examination. There are several workable coal-beds, their position is but little disturbed, and the quality of some of the coal is by no means bad. It is not improbable that the establishment of deep mining would be a means of supplying Canton and Hongkong with a tolerably fair fuel at a cheap price.

The city of *Shau-chau-fu* is situated at the place of confluence of two rivers, one which descends from the Meiling-pass and Nan-hiung chau, and carries the traffic to and from Kiangsi, while the other (to Wu-shui) has its sources in Hunan, and forms part of the ancient highroad for the trade of Hunan and a great portion of western and central China with Canton. Yet, Shau-chau-fu is an outport of Canton as regards commerce, and nothing but a convenient customs station.

With the *Tung-ting*, the range north of Lochaow, and still lying in the province of Kwangtung, the last continuous mountain range is crossed between Canton and the Yangtse. The headwaters of the Wushui, as well as those of some affluents of the Siangkiang, are situated in a hilly region north of it. The pass between both, here known as *Ch-ling* (called by the Chinese, I believe, Meilin in some European books) has an altitude of probably less than one thousand feet above the level of the sea. The great highroad which crosses it is in a length of thirty miles, is slightly undulating.

The fact that the prominent range of the Tung-ting (a portion of the Nan-ling ranges) does not form the watershed between Kwangtung and Hunan, but is intersected by a navigable river, is very important in its bearing on an important circumstances in the history of Chinese commerce, as it gave origin to one of the chief routes of commerce in the Empire. Hopes have been entertained, that this same route would be practicable for a future railroad to connect Canton with the coal fields of Hunan. But the prospects for such an enterprise are dim. The precipitous gorges in which the north river breaks through the three ranges are a formidable obstacle, and not as another and better route is found, which is far from probable, the prospective profits of an easy connection with Hunan must be enormous, in order to justify the great expense of laying a railroad through the north range of Nan-ling. The Wu-shui is navigable only for small craft, and is not difficult for them to succeed, as the inhabitants of Hunan are exceedingly superstitious (Fung-shui, for instance, which are little else but a farce in the northeastern provinces, exerts here their full sway). Threats of beating and killing the foreign devils are frequently heard. There is a long interval between threats and acts with Chinese, if they fear resistance; but a traveller has to use unremitting care to keep down the excitement of the mob. I hardly have met in any province with a rather set than the people in the coal-mining places of Hunan; foreign residents would have for a long time a dangerous position among them. On the other hand, the cleanliness, order, and industry of the people generally, and the great number of well educated and well behaved individuals, cannot fail to impress a traveller favourably, and this circumstance makes up, in some measure, for any unpleasant experiences he may have previously made.

I am under obligations to the mandarins of this province, who have treated me invariably with civility and afforded no help where I needed it. This is the more to be appreciated as their

for stealing the milk; and Chen could not see that the new phase of crime called for separate treatment. The case was, therefore, again adjourned, for reference to Mr. Medhurst. We trust this case particularly as exhibiting a new phase of iniquity amongst Chinese servants, and a new phase of incapacity in the Mixed Court.

SERIOUS DEFEAT OF IMPERIAL TROOPS IN KANSUH.

(Correspondent of N. C. Daily News.)

TIENTSIN, 30th March, 1870.

Some days back news reached us through Shanse bankers and merchants, that the Imperial forces under the control of Tsoutsungtang, the Governor General of Shanse and Kansuh, but immediately commanded by General Lewang-shan, a Cantonese, had suffered a terrible defeat at the hands of the Chinese and Kansuh Mahomedan rebels, at a village called Shih Kaochiang, near the town of Kintsepoo in the prefecture of Tsen-gan, in the north part of Shensee. *General Lew was reported killed*, and over twenty thousand of his officers, many of these Hookwang men, were either killed or dispersed, with the loss of all their arms and other munitions of war. It was said that the leaders of the Mahomedan rebels of Kansuh and Shensee had entered into a correspondence with Tsoutsungtang to lay down their arms if allowed to retire to their native districts and there peacefully and without molestation, but that, before the negotiations had been concluded, General Lew, a fire-eater in his own mind, who thought he saw opportunities for distinguishing himself, and perhaps supposed the rebels were off their guard, took measures to attack and destroy them. The rebels however, from timely information received from friends in the imperial army, were prepared for the attack of General Lew, killed him and destroyed or dispersed his men, numbering 20,000, besides obtaining a large quantity of munitions of war and stores. After destroying General Lew's army, the rebels wasted no delay moved southward in the direction of the capital of the province Sze-gan-fou. As the mutual agreement of affairs at the end of war was not squared of by the Central Government, the Emperor lost no time in appointing Lee-hung-chang, the able Governor-General of Nan-king, to Shensee and Kansuh (see *Peking Gazette* of 24th March, 1870), to settle matters, and Tso-tsung-tang it is supposed may be relieved of his post, although this is still doubtful.

CHINESE ARMAMENT.

(Bold.)

I take this opportunity to allude to an error, into which people at a distance from here have fallen, regarding the military condition of this part of the Empire. For years past the Central government has been lately making great exertions in warlike preparations, by drilling in the English fashion and thus raising a more efficient army than that by the native officers and their forces generally, for purpose a foreign army that might move against this part of China. The following are the couple facts, however. In regard to the arming of the Tuhoo, at the outbreak of the Pelisee rebellion there, a southern merchant having made the government a present of seven American iron guns, three of them of large calibre and two field pieces of brass, the former remained, being in place to mount them, sent them down to the Tuhoo forts and had them put on carriages; but as there are neither shot nor shell for them, they are exceedingly harmless, and I don't suppose there is one Chinese soldier or officer here who is capable, if he had shot and shell for them, of striking a vessel the size of the *Chibli* there, even lying at anchor. It is a long distance from the forts, even if he fired all day at her. The number of Chungkiang's corps—the foreign trained Chinese soldiers, is under eighty thousand men; and they are stationed equally at Kwailwaching in Mongolia, Peking and Tientsin. Behold the vast military preparations made to resist a foreign army!

Respecting the foreign, what European government does not make its own powder, its own guns, and its own rifles? And as the foreign ministers at Peking have during the last few years, been urging on the Peking government to make progress in western civilization and adopt foreign appliances, can it be looked upon as extraordinary, after this, if the Chinese government should make its own powder and percussion caps, and some twenty field pieces and a few hundred cavalry lances? The Chinese Government at Peking knows that its first duty is to preserve order and tranquillity in the interior, and to perform this duty it saw the necessity of forming a foreign drilled corps, trusting by this measure to do so more effectually. As stated above, it is seen that the interior has not been tranquillized, and as the central Government bears in mind the lesson taught it in 1860, by English and French western troops, it is not even in its dreams, thought of acting offensively against a foreign power, much less thinking of doing so when awake and with a powerful insurgent army in the next province, employing a large army in the attempt, hitherto fruitless, of putting the rebels down—a work which may last years yet to come.

WRECK OF THE STEAMER "PRINCE KUNG."

The following deposition, made before H.B.M. Vice-Consul at Pagoda Anchorage, gives full particulars of the above unfortunate occurrence, which took place on the 28th March:—

The deposition of John George Dunn, British subject, made at the Pagoda anchorage on the 29th March, 1870, before H.B.M. Acting Vice-Consul, Mr. Murray.

The steamer *Prince Kung*, Brown, master, left Foochow city at about 7 a.m., Saturday, 26th March, 1870, with cargo and passengers for Shanghai. At 1 p.m. we anchored off the Pagoda, took in coal, and left the anchorage at about 2 p.m. same day. As the water on a branch of the river Min was too low, the steamer anchored at about 4 p.m. off the Sharp Peak Island, but got up anchor and steamed away on her voyage at about 6 p.m. At 8 p.m. the night was misty, but had a tolerable moonlight. As I was lying down at about 8 a.m. I was thrown out of my berth by the shock of the vessel's wheel which was heating on rocks. On reaching the deck I saw the steamer had grounded under a steep cliff, and that a heavy sea was violently breaking on the shore. The night was foggy, but had could be seen at a distance of 30 yards. The wind was strong, and seemed to be raising. The Chinese crew and passengers were on deck, and much alarmed. I found Captain Brown near to the wheel-house forward. He was perfectly cool and self-possessed, and his quiet manner soon reassured the Chinese crew and passengers. He told me he thought the vessel could not be got off, and that all souls must leave the ship. Preparations were made to lower the boats. I only saw two boats on the vessel, one on the larboard, the other on the starboard side. Captain Brown told me to get into the starboard (port side) boat, with the engineer and seamen. The boat was lowered. I got into it. The sea was rolling in, and the boat was almost water-logged. About six or seven Chinese got into it, but with one exception (that of the cook), the men were panic stricken, and could not render any assistance. After encountering much danger, the boat was put ashore in a bight somewhat protected from the surf. All on board the boat then made ashore. I went with the engineer and mate across the hill towards the wrecked steamer. The engineer disappeared suddenly, and as the cliff was very steep, and the night dark and foggy, I thought he must have fallen over, and that he had been killed. I wandered about with the mate for about two hours trying to get to the shore, and at last did so. The descent from the hill on the shore was very difficult, as we could not see more than three or four yards ahead. When I reached the shore I found that the engineer had got to the rocks in safety, and had brought half of a rope from the ship, and then had sold by himself, and without assistance, pulled a light lanyer ashore, made it fast to a rock, and led by his own unaided exertions got many of the firemen, crew, and passengers ashore. I must say that from the statements of Mr. Gilbert, the passengers and crew owe their lives, as the larboard boat had been smashed, as soon as it was lowered, by the surf. After a time all the passengers and crew were brought ashore on the hawser; then some stores of biscuit and water, then rice, then clothes, and lastly, at about 3 p.m. Sunday morning, the captain, after satisfying himself that no Chinese were left on board, came ashore. Captain Brown on the ship, and the engineer, Mr. Gilbert, ashore, by their exertions I certainly saw the lives of the Chinese crew and passengers. At 5 or 5.30 a.m. Sunday, daylight broke. The desperate situation of the steamer was visible to us. Clearly it was hopeless to get her off the rocks, the sea was breaking over her, and as the rollers came in she struck the rocks heavily. At 12 a.m., Sunday, 27th March, I left the Crab Rock by permission of the captain, in a small fishing-boat, encountered a storm of wind and lightning, and arrived at the Pagoda anchorage, 8 a.m., Monday, 28th March, 1870. I wish emphatically to bear testimony to the admirable conduct of Captain Brown. When he left Foochow he was suffering from fever and ague, but from the time the vessel was ashore he made strenuous and exhausting exertions to save the lives of the passengers and crew. I cannot speak too highly of his skilful, cool and courageous conduct; and he had great dangers and difficulties to encounter. The engineer, Mr. Gilbert behaved admirably. To his good conduct the safety of the small boat is due. He got down the cliff to the beach in the darkness at very great personal risk, and for his exertions, which were unaided, I hope he will get a recompense. He brought all the Chinese crew and passengers ashore on the rope. He is an excellent engineer, and a brave man, and I hope this his good conduct will be made known to the public, so that he will be able to get employment quickly, now that he has lost his earning, and most of his baggage. The Cantonese firemen behaved well. The Foktien sailors behaved badly.

(Signed) J. G. DUNN.

Witness, J. G. MURRAY.
Pagoda Anchorage,
Foochow, 29th March, 1870.

THE LOSS OF THE "RENOWN."

H.M.S. *Rinaldo* arrived on the 15th instant, from the Pelew Group, whither she had gone in search of the master and crew of the British barque *Renown*. Mr. Adams, late master of the *Renown*, reports between 2 and 3 a.m. of the 10th of February, the ship struck on a shelving but very steep bank on the beach of the S.E. side of the Island of Angaur, the southernmost Island of the Group, the night being dark and cloudy, and the ship having overrun her reckoning. The breakers of the Washui, as well as those of some affluents of the Slangkiang, are situated in a hilly region north of it. The pass between both, here known as *Che-ling* (called the little or lesser Meilin in some European books), has an altitude of probably less than one thousand feet above the level of the sea. The great highroad which crosses it in a length of thirty miles, is slightly undulating.

The fact that the prominent range of the Tung-loling (a portion of the Nan-ling ranges) does not form the watershed between Kwangtung and Hunan, but is intersected by a navigable river having its sources north of it, is an important circumstance in the history of Chinese commerce, as it gave origin to one of the chief routes of commerce in the Empire. Hopes have been entertained, that this same route would be practicable for a future railroad to connect Canton with the coal fields of Hunan. But the prospects for such an enterprise are dim. The precipitous gorges in which the north river breaks through the three ranges are a formidable obstacle, and not an another and better route is found, which is far from probable, the prospective profits of an easy connection with Hunan seem to enormous, in order to justify the great expense of a railroad track along the north river and the Wu-shui.*

The traffic over the Che-ling pass, though said to be a fraction of what it was before the establishing of steamers on the Yangtze-kiang, is still surprisingly large. There is a crowding of pack animals and coolies going either way.

It is a well-known fact, that about 120 miles west of Shanghai, there is a canal connected with Kwangsi by a continuous water communication kept up practically by means of gates. The existence of a low bridge is said to be the only obstacle preventing boats which stand high out of the water from passing from one province to the other; but small boats can proceed from the Tung-ting lake to Canton. Yet it seems, that this apparently convenient passage is not used to any notable extent, and does not aid the transportation of goods to Canton. The probable reason is, either local squeezes, or the dangers of navigation of the Kwenlin river. The cost of the Peking indemnition also, coming from Hunan to Canton, must certainly be greater on the Che-ling pass than via Hankow.

Between Hankow I passed the important place in Hunan until I reached Changsha; and as, in addition to my own observations I attempted to gather general information in regard to the province, on my journey as well as in that part which comprehended the return my itinerary with the Che-ling pass, and will try to condense more systematically some notes regarding Hunan, selecting such as may be of general interest.

You will receive, together with this letter, a map of the province of Hunan, which I drew from the Chinese original, reducing it to convenient scale of 1 inch=1 geographical mile, and marking on it various items of information. I did not make any corrections on the Chinese original, though the route-maps which I am making for a journey along Hunan and Kiangsi are not, in consequence of doing so. If the Committee consider the map sufficiently interesting, I would respectfully request to have a copy of it taken, and to receive the original back, together with such additions as I may be able to make hereafter, and with the maps I have made of other provinces, it may serve to render in a better form publication. I think that a series of maps of the provinces of China, somewhat in the style of the one I send you, would be useful to the Chamber, because the information now in possession of the Chamber is so full of it, be from time to time enlarged by competent travellers.†

RELATIVE POSITION OF CHIEF PLACES OF COMMERCE.

It will now be seen at a glance, what makes *Shang-hai* such an important centre of trade, notwithstanding its situation a good distance up one of the four rivers in the Yangtze-kiang. With reference to the Tung-ting lake and the Yangtze, it offers only this slight advantage over Chang-tu, that the Hunan boats can be navigated from Yochau by somewhat larger vessels than Chang-tu. But the chief advantages of its situation is, that it commands the basin of the Shing river, the easiest approach, the largest, and by far the most important of the four basins of the province; besides, the passages to Kiangsi, and those to the surrounding populous basin of the Tse river.

Slangtan is from these reasons one of the chief commercial places in China. The number of its inhabitants is said to be about 100,000. The city extends about three miles along the left bank of the Slangkiang, and is lined on the river side with a forest of masts. Its depth from the river is said to be five li. It consists of two parts, one by water, and the other the seat of the trade; the city walls enclose the yamens, but no great commerce is done within them. It is a much larger city than *Chang-sha-fu*, and from appearances, though the provincial capital boasts of a larger space enclosed within its walls. Third in order among the cities of Hunan is *Chang-tu*, the Hankow of Hunan. Hankow place, it is said to be far inferior to Slangtan, as regards size, population, and commercial importance. Besides some districts on the Slangkiang, it commands the trade of the Siang, which rivals the Slangkiang, as regards extent of ramifications and area of basin; but the importance of this river is by no means proportionate to the size of its basin, and it commands no great trade, only large exports of producing regions, excepting that to Szechuen. Regarding this, however, the route from Fuchau (Foochow) to Chang-tu (Hunan) is only a portion of the transit route of nearly all goods passing over it; most of them must reach Slangtan before they can be distributed to their places of final destination.

Besides the various causes of the superior importance of Slangtan, the list of products which I subjoin will show that nearly all valuable articles of export of Hunan are derived from the eastern half of the province.

I may mention in connection with this subject, that I was told the chief business of Slangtan was that of banking. And if the position of Slangtan is considered as connecting the commercial intercourse between the larger portion of western and central China with the southern provinces, it is indeed evident that there is no place equally favourably situated for controlling financial matters also between distant portions of the empire. The business is here, too, chiefly in the hands of Shansi men, besides some from Shantung and Chili.

* * *

PRODUCTS OF HUNAN.

Hunan exports chiefly raw produce. Manufactures of any kind are in a low stage, and the province has to import nearly all the manufactured goods it requires. But, as the country is hilly, and the Chinese make little use of shipping ground, excepting where they can either terrace it and cultivate rice, or where they plant the tea-shrub, or tea-oil shrub, the quantity of raw vegetable produce exported is comparatively small, and that of animal production is nil.

It is noteworthy that, notwithstanding an exceeding favourable climate, Hunan produces *no silk*, very little *sugar*, and no opium, excepting a very small quantity grown near the frontier of Kwei-chau. It lacks therefore some of the chief sources of wealth which neighbouring provinces, though to all appearance no more advantageously situated, possess. It is difficult to understand the causes of this deficiency. It may be that the climate is unfavourable for the cultivation of the poppy, and the level ground may be too limited in extent to admit of planting much beyond what is needed for the daily food of the people. Chinese like to be safe in regard to this, and will generally prefer to supply first their rice and other grain, before they seek to plant those crops which are not for their direct use, but by the sale of which they may acquire the funds for purchasing their food.

Tea has to make up for these deficiencies. It ranks in Hunan among the first of all exports. That which is sent to Hankow is made east and west of Hengsan, in *Lei-hsi-hien*, *Liu-yang-hsien*, *Ping-kiang-hsien*, on the east, *Hsing-kiang-hsien*, *Sin-hwa-hsien*, and *Ngan-hwa-hsien* to the west.

Ping-kiang produces most, and Ngan-hwa the best quality of Tea. The prepared leaf is brought in cotton bags, containing 70 to 100 catties, to Slangtan, where it is classified, put in boxes and made up into chops by the large dealers. Another tea district is *Ki-yang-hsien*, in Kiangsi. The tea from this place is exported both to Hankow and Canton, while that grown in a third district, the region adjoining the province of Kwangtung goes all to Canton. The tea plant seldom grows so low.

Hemp is among the chief articles of export of Hunan. The market for it is Fu-shan-hien, near Canton. It is often carried as far as Foken. The price of Tsing-ma is Tls. 5 to 6, that of Pe-ma Tls. 6 to 7 per picul. The best (*Sian-pe-ma*) is grown in the district of Ping-kiang, and is said to be sold as high as Tls. 10 per picul.

Cotton—An amount not sufficient for home consumption is grown in Hunan. Hu-pe supplies largely above the quantity required to make up the balance. In consequence, a good deal of cotton grown near Chang-te fu is exported to the same province. The price of raw cotton at Hankow is about Tls. 16 to Tls. 80, and is now Tls. 5 to 10.

Rice is grown throughout the province in sufficient quantity for home consumption, and a great deal is exported to Hankow and the lower Yangtze from the regions adjoining the Tungting lake. In bad seasons, Hunan is only a little of export from the upper portion of the Yuenkiang basin, though only in good years. Its present price on the Tuokiang lake is little cheaper than Canton, which is about double the usual standard, and more is exported this year. Its present price at Slangtan is 2,700 cash per picul.

Tea-oil is the only manufactured article exported from Hunan. Most of it goes by way of the Han-river (Fanching) to Hunan and Shansi. Only the inferior kinds of yellow Lintsingpo are exported, I conceive, from Hunan to Canton. The profits to the province at large are probably small, as all writing paper is imported, chiefly from Fokien.

Tobacco is grown in Hunan, but it is of inferior flavour. It sells at Tls. 1.25 to Tls. 1 per picul, and is exported both to Kwangtung and Hunan. The quantity is not reported, chiefly from Fokien; the best from that province sells as high as 640 cash per catty.

Tea-oil is one of the staples of Hunan, and is manufactured in great quantity throughout the province, chiefly in the south. Its price at Slangtan is Tls. 7.50 per picul. Most of it is exported to Canton. Vegetable tallow-oil (Hwaslinyu), though likewise produced in large quantity, is not an article of export. Tung-oil is imported from Szechuen, though a small quantity of it is made in southern and eastern Hunan.

Coal—This is the most important of the mineral products of Hunan. The whole of southeastern Hunan may not unjustly be called one great coal field, which, at a low estimate, is far from forming the surface-rocks uninterruptedly. It is, without exception, the greatest coalfield that has hitherto come under my observation, and, as I have stated above, from the information I gathered in addition to my own observations, from the northern slope of the Nan-ling to near Siang-tan, that is, through upwards of 3 degrees of latitude and about the same of longitude. The total area comprises about 16,220 geographical or 21,700 statute square miles. But, unfortunately, a great portion of this area is not available. The seam on which it is covered by those sediments of many thousand feet in thickness, mentioned before as being more recent in age than the coal formation, while a small proportion of it only is occupied by the more ancient rocks. Yet, the coal measures themselves are visible in extensive regions. The stratification is ordinarily much disturbed, a fact which has in many localities introduced improvidence in regard to the position and quality of the coal beds.

From a geologist as well as from a practical point of view, the coal field must be divided into two separate portions, which are, the basin of the Lui River, coal field and the Siang River coal field. The former yields anthracite, the latter bituminous coal. The coal measures are different in character and in age in the two regions.

1st.—*The Lui River coal field*—The southern most mines of this coal field are already met with on the left-bank of the Canton river, near *Lo-hang-hien* and *Lin-tsu-hien*. Next to the north follows a broad belt of mining districts, marked by the following places: *Chinan*, *Kwei-yang-hsien*, *Kwei-yang-fu*, *Kai-yang-hien* and *Hing-ning-hien*. A great deal of coal is mined here for local use, but scarcely any of it is exported, partly because some of these mines are remote from navigable water, and partly because the coal is of an inferior quality. If once seen it can be immediately recognized, as it is alike in all these southern places, and quite unlike other coal coming from the west of Hunan. Though all anthracite, it is exceedingly soft and friable; large pieces crumble into mere dust by a slight blow with the hammer. Yet, it is said, it is free from the disadvantages caused by the existence of rounded planes of stratification, which exhibit a remarkably bright lustre, resembling that of plumbago. These unfavourable properties of the coal are undoubtedly due to the crushing action of which it was exposed during the slow process of the folding of the strata in which it is enclosed. The disturbances are so great that there is little prospect of ever finding a good bed of coal.

The most important region is situated on both sides of the Lui River (Loui-ho), between Fung-tien-hien and a few miles north of *Lui yang-hien*. The coal formation rests here on the flanks of a north and south range, made up of more ancient formations, its strata dipping, with great regularity, about 45 degrees off from that range, on either side of it. The coal beds are interstratified, in groups, and at various levels, between a series of sandstones and argillites, which have an aggregate thickness of at least five thousand feet. This inclined position of the strata is favourable for disclosing the various coal beds to view, and makes mining tolerably easy. The situation is no less advantageous; many mines are worked close to the river side and at little distances from it. All the coal in this district is anthracite. In those mines situated farthest up the river, near Tung-ting-hing, still resembles in character that described from the Chinchou and other districts. Proceeding north, the coal gradually improves in quality. At the chief selling places: Lui-pa-tou, Tienhua, Wang-i-kang, Tsing-sui-pu and Sa mi-chan, situated respectively 7, 12, 14, 23, 28, geogr. miles, by water, below Tungting; distance from Tungting to Lui-yang 38 geor. m. by water, 25 m. direct, some good anthracite may be seen. But the best is ruined from some new mines a few miles east and north-east of Luiyang, just before the whole formation disappears under the overlying red sandstone. This last portion of the coal-field would well repay the trouble of a detailed examination, which I was prevented from making at the time by misrepresentations connected with the then approaching Chinese New year. The character of the coal formation is the same as further south; the coal is better, but the mines are smaller, probably because the difficulties in the way of Chinese mining are greater.

The "Coal of Lui-yang," by which name the anthracite of the entire region is described, is known in the lower country, is mostly of great lateral extension, and conchoidal fracture. But it lacks solidity, and the proportion of plum coal to small is no more than one-fifth to one-tenth at most mines. The superiority of the northernmost mines of the district is chiefly due to the circumstance that most of the coal seams there rests on the mines in fine solid lumps. I think it will compare favorably with the best kinds of anthracite known.

The original price of Lui-yang coal is from 60 to 100 cash per picul (Tls. 0.8 to Tl. 1 per ton) for small, and 140 to 160 cash (Tls. 1.4 to Tls. 1.5 per ton) for lump, put on board boat. The distance from Tung-ting to Slangtan, by water, is 106 miles (1000 Hunan li) and from here to Hankow 237 miles. Freight is remarkably cheap. It is for a cargo of upwards of 400 picals, from the mines to Siang tan, 30,000 cash, and from there to Hankow 90,000, making a total of 66,000 cash, for say 400 picals, or 165 cash per picul, or Tls. 1.65 per ton of 16 picals, for a distance of 433 geographical miles. Taking the original price of lumps 150 cash per picul, the best Luiyang anthracite can therefore be laid down at Hankow for a trifle over Tls. 3.15. No transit duty have to be paid, excepting 10 cash per picul near Yochou. It is, of course, desirable that this price should be reduced to its lowest possible figure, and coal be procured of the best northern quality. Any increase of the reduction of freight is entirely out of the question. No steamer and no railroad would carry coal for so low an amount as the business of Hunan do, and in Hunan there are few instances of so low a rate of freight. It is at the mines that an improvement must be looked for. They are at present imperfectly worked. The abundance of local employ and the ease of following a coal bed down by an inclined shaft cause a great many mines to be opened in succession, and little trouble to be taken to continue work to the full extent of the coal. It is also difficult to ascertain the depth of the mines, one or two li being the figure usually given. I descended in some shafts, but no more than 60 or 80 feet, which appeared to be very near to the level of the bottom. It appears that few mines are worked to a greater depth than 180 to 200 feet on the incline. It may be confidently expected, that deep mining would ensure an improvement of the coal in that direction where it is most needed, namely as regards increase of solidity. The country is admirably adapted for draining the mines by tunnels to the depth of several hundred feet. The construction of such adits in the soft rock of the country, and with cheap labour, would be inexpensive. The chief conditions required for extensive and cheap mining are therefore present, and the time will probably come when the best anthracite now lying dormant at Lui-yang for a cheaper price than is paid at present for the lowest kind of dust coal, which is mixed with clay to render it fit for use. I found the distance of the coal beds, from the river, which is moderate, varying from 3 to 6 feet. But this want is made up by the number of coal beds that can be worked in most places by one single set of mining works.

The amount of Lui-yang coal extracted is already large. It is used in all the places down the Siang river. Most of it is carried to Hankow, where some, considerable but small in amount by the Slangtan coal dealers, is sold to the foreign steamers. Some is carried as far as Kiukiang and Nanking. Great complaint is made of the injury done to the steamers boilers, the south eastern departments from Canton. During the Taiping rebellion it was imported into Slangtan both from Szechuen and Canton. Now it is only from Szechuen, and, in consequence of the superior qualities of the Szechuen coal, it could not compete with the Lui-ho, from Yang-hing to the place of its confluence with the Siang-kiang, a distance of 93 miles. The number of the Lui-ho boats, averaging in capacity 200 piculs of coal (the basket of coal, weighing from 140 to 160 catties, appears to be the standard measure of capacity) is reported to be 500. Along the river, they carry merchandize for the upper country, and the bulky medicines destined for Kwangtung. Returning, they take, first, the imports from Kwangtung, which are lighter, and, in value, than the exports, but mostly very weighty, and require only a small proportion of the available boats. About two-thirds of them take therefore on their return trip a cargo of coal. Canton is the first city in Hunan, and, after a transportation of ninety li by land, the city of Chinchow, where the price is 3,000 cash per picul, and the distance 37 miles down the Lui River, it is sold at 6,500 cash. If the price increased steadily at this rate, it would reach at Slangtan a figure above the great coal fields of Szechuen, namely 10,000 cash per picul. Both must be imported into Slangtan via Hankow in order to enable the Government to sell it at this comparatively cheap rate.

Foreign goods are almost altogether imported from Hankow, a small quantity taking still as of old the longer route from Canton through the Meilin pass, which, in nearly the whole province. If transit duties and local squeezes were abolished, there is no doubt that southern Hunan would be supplied with foreign goods by way of the Canton road, which is a complete protection on the journey from Hankow to Slangtan, but none at all, as I was told, on the route from Canton to Hunan.

Opium is chiefly imported from Hankow. The Szechuen opium is of inferior quality, while Kweichau opium is preferred, and said to figure a little more largely in the trade. I saw less of opium smoking in Hunan than I did in the Canton province. Perhaps it is that all retainers of mandarins who were in the habit of smoking opium have been dismissed throughout the province. None is said to be in the employ of the military.

Silk is a considerable article of importation. It is supplied both from Szechuen and Szechuen.

Sugar.—The main supply is from Canton, although a small proportion is annually imported from Szechuen and Fokien.

I have already mentioned the importation of the *Sinee* kinds of *Tobacco* and *Foyet* from Hankow. Besides, the *Yung-yeh*, *Tung-yeh* and *White Wax* both from Szechuen are also to be mentioned, and no inconsiderable item appears to be the importation of "Swing hap" or of no importance, as they yield only a small quantity of an inferior dust coal. I intended visiting Siang hiang, but as this trip must be made in winter in very small boats, I thought it would be unnecessary to undergo a rough and cold, I gave it up; moreover, the inferior quality of the Siang-tang coal which I saw at Slangtan was not in the least encouraging for a trip which under favourable circumstances. Very little iron is produced, nearly all dust. Most of it is made into an inferior kind of coke, which supplies some iron works in the Canton province. Hankow furnishes a slightly better coal, a very small proportion of which is in lumps. That which is mined in Tan King Fu is very impure, full of sulphuret of iron and clayey matter. It is said to be all but useless for navigation.

I collected samples of coal from all these localities. They justify the very low opinion which the coal merchants of Slangtan have of the Lui River. Only the circumstance, that bituminous coal is applicable to purposes for which anthracite cannot be used, secures a market for some of it. It is, for instance, largely used on the Slangkiang for burning lime, and supplies the blacksmiths far down on the Yangtze. Judging from the character of the enclosing strata at those mines which I visited, the Siang River coal measures belong to the same formation in which a coal bed of inferior quality is mined a few miles of the right bank of the Yangtze, near a place called Whangchikang, 60 miles below Hankau.

3rd. *Other coal-fields*.—The only other coal-field in Hunan of which I got information comprise portions of *Shin-chow-fu* and *Yuen-chow-fu*, in the western half of the province. The mines are said to be worked on a small scale, and to furnish only small coal. That from Yuen-chow-fu is used only on the Yuenan River, while a small quantity of Shin-chow-fu coal is exported. I failed to get a sample of it. I did not mark these coal fields on the map, because their exact situation is not known to me.

It is a matter of course that mine but the best coal from so remote a province as Hunan can find a market deserving the attention of foreigners, until the time when foreign enterprise in the interior of China shall be far advanced, and a large local consumption of coal be secured for industrial purposes. The better kinds of the Lui-yang anthracite answer this condition. But to judge from the imperfect knowledge I gathered, the same cannot be said of the bituminous coal of Hunan. All that I have seen (perhaps with the exception of some from Kiyang) is inferior in quality to that of Lo ping-hien on the Foyang lake, and incomparably worse situated. The original price and the cost of transportation of the bituminous coal from various places in Hunan and, on an average, a little less than of anthracite, but the difference is not so great as to make up for their inferior qualities. An amelioration may be expected by the establishment of deeper mining; but where the Chinese do not extract any better coal than that which they bring now to market to Siang-tan it would be vain to speculate on so great an improvement as would be required for bituminous coal to compete with that coming from other places, at so distant a market as Shanghai.

If steam navigation on the Yangtze should be soon extended as far as Ichang, then the bituminous coal of Hunan will, of course, furnish a convenient and cheap fuel to those steamers whose boilers are not adapted for the use of anthracite. But this would be to a limited a market to influence the working of the coal mines to any great extent.

Iron.—It appears that iron ore is of sparse distribution in Hunan, considering that the coal formation with which it is usually associated covers so large an area. Though available iron ore occurs more or less at nearly every coal mine, it is mostly not abundant enough to form an object of mining. One region only has come under my observation where there are superior and abundant deposits of iron ore. It is the country around *Chin-chau*. Great thickness of the strata of the coal formation are there impregnated with iron and manganese, and some fine deposits of excellent limonite (brown iron ore, here probably manganiferous) are exposed. The place offers a great opening for mining. The nearest coal mines in which I have seen a considerable number of fine country seats owned by "rich men," who have retired from business. They invest their money in real estate and lend it to farmers for rent. In an isolated and conspicuous position, usually on the slope of a hill, and surrounded by a cluster of trees, stands the residence of the owner. The existence of this kind of landed aristocracy may be the cause of the fact that Hunan furnishes a greater number of mandarins in proportion to the number of its inhabitants, than the adjacent provinces of Kiangsi and Kwangtung. Hunan parents force their sons to study, and, if they succeed in passing the first examinations, when they enter the Yolo college (one of the Hanlin College), opposite Chinghaihu, to prepare for the examination in the provincial capital. It contains more than one thousand pupils, mostly of the age of from 12 to 25. They study privately in their cells and have no collaborators to assist them. All are retainers of mandarins who were in the habit of smoking opium have been dismissed throughout the province. None is said to be in the employ of the military.

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Sugar.—The main supply is from Canton, although a small proportion is annually imported from Szechuen and Fokien.

I have already mentioned the importation of the *Sinee* kinds of *Tobacco* and *Foyet* from Hankow. Besides, the *Yung-yeh*, *Tung-yeh* and *White Wax* both from Szechuen are also to be mentioned, and no inconsiderable item appears to be the importation of "Swing hap" or of no importance, as they yield only a small quantity of an inferior dust coal. I intended visiting Siang hiang, but as this trip must be made in winter in very small boats, I thought it would be unnecessary to undergo a rough and cold, I gave it up; moreover, the inferior quality of the Siang-tang coal which I saw at Slangtan was not in the least encouraging for a trip which under favourable circumstances. Very little iron is produced, nearly all dust. Most of it is made into an inferior kind of coke, which supplies some iron works in the Canton province. Hankow furnishes a slightly better coal, a very small proportion of which is in lumps. That which is mined in Tan King Fu is very impure, full of sulphuret of iron and clayey matter. It is said to be all but useless for navigation.

I collected samples of coal from all these localities. They justify the very low opinion which the coal merchants of Slangtan have of the Lui River. Only the circumstance, that bituminous coal is applicable to purposes for which anthracite cannot be used, secures a market for some of it. It is, for instance, largely used on the Slangkiang for burning lime, and supplies the blacksmiths far down on the Yangtze. Judging from the character of the enclosing strata at those mines which I visited, the Siang River coal measures belong to the same formation in which a coal bed of inferior quality is mined a few miles of the right bank of the Yangtze, near a place called Whangchikang, 60 miles below Hankau.

3rd. *Other coal-fields*.—The only other coal-field in Hunan of which I got information comprise portions of *Shin-chow-fu* and *Yuen-chow-fu*, in the western half of the province. The mines are said to be worked on a small scale, and to furnish only small coal. That from Yuen-chow-fu is used only on the Yuenan River, while a small quantity of Shin-chow-fu coal is exported. I failed to get a sample of it. I did not mark these coal fields on the map, because their exact situation is not known to me.

It is a matter of course that mine but the best coal from so remote a province as Hunan can find a market deserving the attention of foreigners, until the time when foreign enterprise in the interior of China shall be far advanced, and a large local consumption of coal be secured for industrial purposes. The better kinds of the Lui-yang anthracite answer this condition. But to judge from the imperfect knowledge I gathered, the same cannot be said of the bituminous coal of Hunan. All that I have seen (perhaps with the exception of some from Kiyang) is inferior in quality to that of Lo ping-hien on the Foyang lake, and incomparably worse situated. The original price and the cost of transportation of the bituminous coal from various places in Hunan and, on an average, a little less than of anthracite, but the difference is not so great as to make up for their inferior qualities. An amelioration may be expected by the establishment of deeper mining; but where the Chinese do not extract any better coal than that which they bring now to market to Siang-tan it would be vain to speculate on so great an improvement as would be required for bituminous coal to compete with that coming from other places, at so distant a market as Shanghai.

If steam navigation on the Yangtze should be soon extended as far as Ichang, then the bituminous coal of Hunan will, of course, furnish a convenient and cheap fuel to those steamers whose boilers are not adapted for the use of anthracite. But this would be to a limited a market to influence the working of the coal mines to any great extent.

Iron.—It appears that iron ore is of sparse distribution in Hunan, considering that the coal formation with which it is usually associated covers so large an area. Though available iron ore occurs more or less at nearly every coal mine, it is mostly not abundant enough to form an object of mining. One region only has come under my observation where there are superior and abundant deposits of iron ore. It is the country around *Chin-chau*. Great thicknesses of the strata of the coal formation are there impregnated with iron and manganese, and some fine deposits of excellent limonite (brown iron ore, here probably manganiferous) are exposed. The place offers a great opening for mining. The nearest coal mines in which I have seen a considerable number of fine country seats owned "rich men," who have retired from business. They invest their money in real estate and lend it to farmers for rent. In an isolated and conspicuous position, usually on the slope of a hill, and surrounded by a cluster of trees, stands the residence of the owner. The existence of this kind of landed aristocracy may be the cause of the fact that Hunan furnishes a greater number of mandarins in proportion to the number of its inhabitants, than the adjacent provinces of Kiangsi and Kwangtung. Hunan parents force their sons to study, and, if they succeed in passing the first examinations, when they enter the Yolo college (one of the Hanlin College), opposite Chinghaihu, to prepare for the examination in the provincial capital. It contains more than one thousand pupils, mostly of the age of from 12 to 25. They study privately in their cells and have no collaborators to assist them. All are, however, not a teacher, but merely consulted by the pupils, when they meet with difficulties in their studies. I visited the college. It is a large compound enclosed by a wall, and containing many fine buildings, which are kept clean and in excellent repair. On the Yolo shan, a hill at the back of the college, stood since time immemorial a copy of the Ta tsiklo, I want up to it, but failed to get a complete copy of it, as it was getting dark when I reached it. I could not repeat my visit on the following day, as my first walk to the much dreaded and very independent crowd in the Yolo college, among which there are many who have a mandarin button, had alarmed the mandarins of Changsha. When it become known several escorts of soldiers were sent out to protect me. I met them one by one, when I was quietly walking back. I mention this to show that the college is by foreigners a safe enterprise, although I took my leave quite pleasantly, the students having at the time evidently not put quite over their anger at my visit and my polite behaviour to them. But one minute more, and the gates would have been shut upon me. Some small incidents made it quite evident how this illiterate class feels and thinks. A Linchin, Hanking, Shanghai and, chiefly, Chinkiang.

2nd.—*To Fushing on the Hun river*, a centre of the commerce with northern Hupe, Honan, Shansi and Shensi. It is well known particulars regarding the trade by that route. A great deal of paper is exported by it.

3rd.—*To Foken*. Export: hemp. Imports tobacco, sugar, writing paper. The route is direct, via Kiangsi, by navigable affluents of the Slangkiang, Min and Min rivers.

4th.—*To Canton*. Exports: tea, hemp, tea oil, paper. Imports: salt for the southern departments and a variety of manufactured goods. The road is up the Siang and Lui Rivers, to a small place, Whang Yau Ping, 215 miles from Slangtan, thence up a small affluent of the Lui-ho (15m.) to Chinchau. Boats are changed at Whang Yau Ping, those going to Chinchau loading only 30 or 40 piculs. After having crossed the Chehling Pass, very small boats are taken from Ishang Hien to Ping Shi (descending a small affluent of the Wu shui river) larger ones from there to Loolanghien, and Kongfoo, sized cargo boats, loading at least 300 piculs, from there to Canton. The entire distance on this route from Slangtan to Canton is, according to my route surveys, 510 geographical miles.

The cost of freight per piul is as follows: from Slangtan to Chinchau, 233 miles (1,200 Hunan li) 90 cash; from Chinchau to Ishanghien 30m. by land, the standard rate is 560 cash per picul; the price varies according to the ease of the quantity of goods ready for transport to the available number of coolies. From Ishang to Canton, finally, a distance of 286 miles, freight is about 120 cash per picul. The total amount, from Slangtan to Canton, is therefore about 870 cash per picul, or Tls. 8.10 per ton. I have already mentioned, in connection with the salt trade, the great number of customs stations passed on this route; some twenty, more or less.

5th.—*To Kweilinfu and Kwangsi*. I am not informed about this trade, which is small.

6th.—*To Szechuen*. The two roads to Szechuen, the first going either by way of the Taiping canal and the Yangtze (summer route), the second, by way of Changtefu

Houses, Lands, Tenements, &c.

TO LET.

TO LET.
Possession on 1st May.
THE Office at present in the occupation of R. McMURDO, Esq. Apply to THOS. HUNT & Co.
tf 967 Hongkong, 8th April, 1870.

TO LET—FURNISHED.

TWO ROOMS, opposite H.M. Naval Yard, facing *Queen's Road*. Address X., *Daily Press* Office.
tf 923 Hongkong, 1st April, 1870.

TO LET.

THE GODOWN and OFFICE ROOM at our Premises, facing *Wellington Street*, lately occupied by Messrs. GUBBINS & Co.
SANDER & Co.
tf 614 Hongkong, 31st March, 1870.

TO LET.

THREE ROOMS, with servants' offices, suitable for one or two gentlemen, and a stable suitable for two horses and a carriage, situated in a central and airy position, on the *Caine Road Flat*.
Address T., care of *Daily Press* Office.
tf 389 Hongkong, 26th February, 1870.

TO LET.
(From 1st April next.)
THE Commodious Residence known as Elgin House, in Caine Road West, formerly occupied by Capt. Gibson.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 428 Hongkong, 10th March, 1870.

TO LET.
From 1st April next.
THE Commodious Residence, in *Arbuthnot Road*, known as No. 1, Woodville Terrace, presently occupied by C. E. HEARD, Esq. The House is within five minutes walk of the Clock Tower, and commands an excellent view of the Harbour. Gas and Water laid on.
Also, the House No. 2, Woodville Terrace, with entrance on the 1st May.
For further particulars, apply to
MACSWEN & Co.
Queen's Road,
Hongkong, 7th March, 1870. [tf 409

TO LET.

HOUSES in *Mosque Street*, commanding a full view of the harbour. Rents moderate. Apply to
R. J. NORONHA.
tf 294 Hongkong, 11th February, 1870.

TO LET.

IN West Terrace, *Caine Road*, Nos. 3, 4, and 5, containing Four rooms each. Bath rooms, &c. Rent moderate. Apply to
THOS. W. BARRINGTON.
47, Wyndham Street.
tf 267 Hongkong, 8th February, 1870.

TO LET.

TWO FLOORS of a HOUSE in *Queen's Road*, well situated.
ROB. S. WALKER & Co.
tf 226 Hongkong, 3rd February, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1700 Hongkong, 17th September, 1869.

TO LET,

(With possession on 1st January next).
THE very desirable Business PREMISES, situated the corner of *D'Aguilar Street* and *Wellington Street*, at present occupied by, Messrs. A. Doyle & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 2347 Hongkong, 13th December, 1869.

TO LET.

THE commodious Business Premises lately in the occupation of Messrs. SMITH, ARCHER & Co., situated at *Spring Gardens*, and consisting of a Large Three Storied Dwelling House containing 22 Rooms, with outhouses and Stables attached; two large dry and airy Godowns, capable of holding 10,000 piculs each, with Offices and Private rooms over the same. The whole having a frontage on the Praya of 210 feet, with use of a private wharf, and a fine view of the harbor.
The houses have recently been painted and put in thorough repair.
For further particulars, apply to
JOHN GERRARD.
tf 1586 Hongkong, 19th August, 1869

TO LET.

With immediate possession.
THE HOUSE and OFFICES, No. 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1957 Hongkong, 15th October, 1869.

TO LET.

With immediate possession.
NO. 4, Penhill Terrace, *Elgin Street*. Apply to
LANE, CRAWFORD & Co.
tf 1898 Hongkong, 30th September, 1869.

HOUSES TO LET.

In various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street*.
THOS. W. BARRINGTON.
tf 269 Hongkong, 17th March, 1867.

TO LET.

THAT commodious family residence in *Robinson Road*, known as "Pomopolis," containing 12 Rooms, besides basement story, Bath rooms, Coach House and Stable, Gas and Water laid on.
Also, Croquet ground, Flower and Vegetable garden. Apply to
THOS. W. BARRINGTON,
47, Wyndham Street.
tf 1080 Hongkong, 4th June, 1869.

TO LET,

(With immediate possession).
THE commodious three storied HOUSE, No. 1, *Wyndham Street*, lately in the occupation of Messrs. BONNETT & Co. Apply to
DOUGLAS LAPRAIK & Co.
tf 2348 Hongkong, 13th December, 1869.

TO BE LET.

With Possession on 1st Oct. next.
THE HOUSE and OFFICE, No. 9, *Gough Street*, at present occupied by Messrs. KIMOTSKE, HOGE & Co. Apply to
GIBB, LIVINGSTON & Co.
tf 1274 Hongkong, 1st July, 1869

TO LET.

(With immediate possession.)
SEVERAL Strong commodious GODOWNS, very conveniently situated on Marine Lot No. 93, between Messrs. JOHN BURD & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.
For Particulars, apply to
A. McLEOD,
At Messrs. GIBB, LIVINGSTON & Co.
tf 849 Hongkong, 29th April, 1869.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Grain, and other Merchandise in their own Boats, and to receive the same on storage in first class GRANITE GODOWNS on moderate terms.
ROBT. S. WALKER & Co.
tf Hongkong 4th March, 1867.

TO LET.

(With immediate possession).
A BUNGALOW at *Pokefulam*. Apply to
LANE, CRAWFORD & Co.
tf 1683 Hongkong, 1st September, 1869.

THE ORIENTAL HOTEL,
NO. 4, WELLINGTON STREET
POSSESSES
THE "ONLY" BOWLING ALLEYS IN HONGKONG.
By special appointment to
H.R.H. THE DUKE OF EDINBURGH.
THEY are complete in all respects for the convenience and comfort of professional and amateur players, as well as for the accommodation of the public generally.
The Proprietor begs also to state that he has three of the finest
AMERICAN BILLIARD TABLES
ever imported into Hongkong, made specially for the house by Messrs. STRAHER & HUGHES, of San Francisco. The comfort of players at these tables is specially provided for.
Wines and Spirits of the First Quality.
TIFFIN AND GRACES ON COMMAND.
JOHN B. HOLLAND,
Proprietor.
tf 91 Hongkong, 14th January, 1870.

Insurances.

PACIFIC INSURANCE COMPANY.
SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.
RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY
OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.
RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
In addition to the usual brokerage, this Association returns to the assured *Twenty* per cent. *of its yearly profits, divided pro rata* to the net premium contributed.
RUSSELL & Co.,
Secretaries.
tf 1630 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.
DOUGLAS LAPRAIK & Co.
tf 428 Hongkong, 10th March, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agent for the above Insurance Company, is prepared to grant POLICIES covering Marine Risks at Current Rates. Policies can be made payable at all the principal ports throughout the world.
EDW. NORTON,
Agent.
tf 240 Hongkong, 3rd February, 1870.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days } ¼ of the annual rate.
Not exceeding 1 month, } ½ do. do.
Above 1 month and not exceeding 3 months... } ¾ do. do.
Above 3 months and not exceeding 6 months... } ⅞ do. do.
EDWARD NORTON,
Agent the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY,
CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this Port, is prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.
EDWARD NORTON.
tf 241 Hongkong, 22nd January, 1870.

GUARDIAN
FIRE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.
Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.
OLYPHANT & Co.
tf 2817 Hongkong, 7th December, 1869.

HAMBURG BREMEN FIRE INSURANCE COMPANY.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ¼ of the annual rate
Not exceeding 1 month } ½ do do
Above 1 month, and not exceeding three months } ¾ do do
Above 3 months, and not exceeding six months... } ⅞ do do
Above six months the full annual rate.
W. M. PUSTAU & Co., *Agents.*
tf 1667 Hongkong, 20th August, 1869.

NOTICE.

SUN FIRE OFFICE.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding Above 1 month } 1 month } of the annual rate
Above 1 month but not exceeding ... } 3 „ } do. do.
Above 3 months but not exceeding ... } 6 „ } do. do.
Above 6 months the full annual rate.
A. G. HOGG & Co.,
Agents, Sun Fire Office.
tf 876 Hongkong, 9th June, 1868.

IMPERIAL FIRE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } per cent.
Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent
GILBIN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 19th March, 1866.

Insurances.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

HEAD OFFICE IN LONDON
No. 7, Royal Exchange, Cornhill, E.C.
WEST END OFFICE.—*No. 7, Pall Mall, S.W.*

RICHARD BAGGALLAY, Esq.—*Governor*
JAMES BLYTH, Esq.—*Sub-Governor.*
EDWIN COWEE, Esq.—*Deputy-Governor.*

DIRECTORS.

Nathaniel Alexander, Esq. | Henry George Gordon, Esq.
John Alves Arbuthnot, Esq. | A. C. Guthrie, Esq.
Henry Benhams Barr, Esq. | John Alex. Hankey, Esq.
Edward Bidd, Esq. | Louis Hath, Esq.
Alfred D. Chapman, Esq. | Charles Lyall, Esq.
Mark Wilks Collet, Esq. | John Ord, Esq.
Sir Frederick Currie, Bart. | Capt. R. W. Pelly, R.N.
F. G. Dalgety, Esq. | Hadi Powell, Esq.
Rosscoy Dykes, Esq. | William Rennie, Esq.
John Entwisle, Esq. | P. R. Robertson, Esq., M.P.
G. L. Monck Gibbs, Esq. | W. Bryce Watson, Esq.
Robert Gillespie, Esq. | *Late* Lestock Peacock Wilson, Esq.

SECRETARY.
JOHN LAURENCE, Esq.

THE CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—
Bombay—Messrs. BWART, LATHAM & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Hongkong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Foochow—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. BIGNOR BROTHERS & Co.
The undersigned are prepared to issue Policies of the CORPORATION of the LONDON ASSURANCE, payable either here, in LONDON, or any of the above-named Agencies, and also at
Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DU CROZ, NICHOLAS & Co.
Hobart Town—
Mr. LAVINGTON ROOPE.
Adelaide, S. Australia—
Messrs. FISHER, SMITH & Co.
Sydney, New S. Wales—
Messrs. FANNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, RATTRAY & Co.
HOLLIDAY, WISE & Co.
tf 146 Hongkong, 21st January, 1869.

LONDON ASSURANCE CORPORATION

LIFE ASSURANCES.

THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.
HOLLIDAY, WISE & Co.
tf 1059 Hongkong, 15th October, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1056 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed AGENTS for the above CORPORATION are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.
HOLLIDAY, WISE & Co.
tf 3925 Hongkong, 27th December, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will revisals, as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removal from the town) and their contents. } per cent.
Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.
Offices and Godowns and their contents. } 1 per cent.
Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days } ¼ per cent.
Not exceeding ... } 1 month } ½ „ „
Above 1 month, and not exceeding ... } 3 „ } ¾ „ „
Above 3 months, and not exceeding ... } 6 „ } ⅞ „ „
Above 6 months, the full annual rate of 1
ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.
A. G. HOGG & Co.
tf 588 Hongkong, 15th March, 1869.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ¼ of the annual rates
Not exceeding 1 month } ½ do. do.
Above 1 month, and not exceeding three months } ¾ do. do.
Above 3 months, and not exceeding six months... } ⅞ do. do.
Above six months the full annual rate.
JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 978 Hongkong, 20th August, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days } ¼ of the annual rate.
Not exceeding 1 month } ½ of the annual rate
Above 1 month, and not exceeding ... } 3 „ } do. do.
Above 3 months and not exceeding ... } 6 „ } do. do.
Above 6 months the full annual rate.
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co.—*Managers.*
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers.
W. MACAULAY, *Agent.*
tf Hongkong, 1st July, 1867.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE RISKS, and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.
ROBT. S. WALKER & Co.
tf Hongkong, 8th October, 1863

MERCHANTS MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGES EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

For Sale.

SAYLE & CO.,
VICTORIA EXCHANGE,
LINEN DRAPERS, SILK MERCERS, TAILORS, HABERDASHERS, OUTFITTERS, &c., &c.

Would call attention to their undermentioned Departments, which are now unusually well assorted with their new designs for the Spring Trade.
CLOTHS and TAILORING DEPARTMENT.
BLACK AND BLUE BROAD CLOTHS AND DOESKINS.
NAVAL AND MILITARY CLOTHS.
FANCY DOESKINS, TWEEDS.
6/4 COATINGS,
And a large Assortment of the newest designs in suit lengths only.
PLAIN AND FANCY FLANNELS.
WHITE DRILLS & MARSELLA.
FANCY AND PLAIN COLORED DUCKS.
WHITE AND COLORED DUCKS.
QUILTINGS AND VESTINGS.
The Outfitting Department under the superintendence of practical West End CUTTERS.

HOSIERY.

GENTLEMEN'S COTTON, LISLE, & SILK SOCKS,
in every size.
LINEN COLLARS.
in all the newest shapes.
WHITE AND COLORED PAPER COLLARS.
GENTLEMEN'S INDIA GAUZE, MERINO, SILK & WOOL, & SILK UNDER VESTS.
LONG CLOTH AND CHIMNEAN SHIRTS.
A large Assortment of PAJAMAS.
SILK & CAMBRIC HANDKERCHIEFS.
SCARVES AND TIES.
of the newest designs.

HATS.

GENTLEMEN'S BLACK PARIS, DRAB, BEAVER, AND FELT HATS.
BLACK AND DRAB SILT AND SOFT FELTS.
NAVY AND SCOTCH CAPS.
STRAW HATS.

WALKING STICKS AND UMBRELLAS.
DAMASK TABLE CLOTHS & NAPKINS, in all sizes.
8/4 and 10/4 DAMASK, by the Yard.
WHITE & BROWN TURKISH TOWELS AND BATH SHEETS.
LINEN AND COTTON SHEETINGS.
QUILTS AND COUNTERPANES.
MUSLIN AND LACE CURTAINS.
WORSTED DAMASKS AND REPS.
VICTORIA, REP, PRINTED AND EMBROIDERED TABLE COVERS.
BLANKETS, MOSQUITO NETS.
MATS AND MATTINGS.
OIL CLOTH.
LEATHERS AND FLOOR CLOTHS.

BRANCH ESTABLISHMENT.
CORNER OF NANKIN AND ARCHOUEN ROADS, SHANGHAI.

Ex "Overland Mail" and S.S. "Nestor."
MISS ROSE has just received a nice assortment of Ladies' fashionable HATS, FLOWERS, FEATHERS, RUFFLES, Sash RIBBONS, JACKETS, Small ORINOLINES, Opera HOODS, Children's Woollen JACKETS, GAITERS, COMFORTERS.
And,
A large assortment of WOOLWORK (commenced and finished)—CUSHIONS, SLIPPERS, ANTIMACASSARS, Fender STOOLS, MATS, Embroidered Table COVERS, Hearth RUGS, &c., &c.
Also,
Gentlemen's fashionable HATS (Christy's), Dawson's BOOTS, and Ladies' and Gentlemen's White and Colored KID GLOVES.

Received per P. & O. Steamer *Tasmanean*:—Fashionable BONNETS, HATS, WREATHS for the Hair. A choice assortment of Dress TRIMMINGS, Fancy *Plain* SILK DRESSES, in all colors, suitable for the Races.
WELLINGTON STREET.
Opposite the Roman Catholic Church.
tf 110 Hongkong, 15th February, 1870.

TATHAM'S BRANDY in 1 dozen cases.
„ SHERRY „ 3 „ „
„ PORT „ 2 „ „
„ CLARET „ 1 „ „
BIRLEY & Co.

FOR SALE.

CHAMPAGNE, of Jules Nusse & Co. and Du Bois, Mousseux, in qts. and pts.
SHERRY, Chillingworth's, Ritchie's, London Club, and other brands.
DRAUGHT ALE, of Allsopp's, Dawson, and Younger.
BOTTLED ALE, of Bass and Allsopp.
STOUT, in quarts and pints.
Also,
Small invoices of WIRE ROPE, Boiler and Roofing Felt. Apply to
ROB. S. WALKER & Co.
tf 1406 Hongkong, 7th August, 1869.

FOR SALE.

MANILA HARDWOOD, consisting of MOLAVES, BANAHAS, ARANGAS, and other descriptions. Apply to
LANDSTEIN & Co.
tf 1502 Hongkong, 11th August 1868.

FOR SALE.

Arrived per "Isles of the South."
3 BROADWOOD & SONS PIANOFORTES in Solid Mahogany.
1 SEMI-GRAND } Selected for this
1 COTTAGE-GRAND } climate.
1 COTTAGE (upright.)
For particulars, address A B C., care of this paper.
tf 289 Hongkong, 10th February, 1870.

FOR SALE,

CHAMPAGNE—
RODERERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DOEE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

FOR SALE.

ALL descriptions of ACCOUNT BOOKS, of English manufacture.
Prices Moderate.
NORONHA & SONS.
tf 895 Hongkong, 5th May, 1869.

FOR SALE.

DRAUGHT POLTER, in Kilderkins.
Apply to
HOWARD HODGES.
tf 1627

FOR SALE.

FRESH CALIFORNIAN HAY and OATS.
RUSSELL & Co.
tf 1610 Hongkong, 23rd August, 1869.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy } CANVAS.
Navy Bolted }
Long Flax }
Crown }
ARNHOLD, KARBERG & Co.
tf 1180 Hongkong, 11th May, 1867.

SELLING OFF! SELLING OFF!
RETIRING FROM BUSINESS.
MUST BE CLOSED ON 1ST MARCH, 1870.

ULLMANN begs respectfully to inform his friends and the Public of Hongkong, that he is selling off his value Stock of Clothing, Fancy Goods, Jewelry, Watches, Chains, Perfumery, and other Articles at Invoice prices, in consequence of his retiring from business. The above stock comprises a fine assortment of new goods, ex late arrivals, also a superior stock of Japanese Ware.
All outstanding accounts must be paid, and all claims collected, before the above date.
Nos. 96 and 98, Hyder European,
Queen's Road Central, Hongkong.
tf 1590 Hongkong, 18th August, 1869.

For Sale.

FOR SALE.
By Steamer "Cambodge."
ALEXANDRE HOYER
HAS received a large Assortment of Goods, suitable for the season.
JACONETT AND MUSLIN DRESSES of the last fashions.
French Figured and Printed PERCALES.
Assorted Figured Gauze TRIMMINGS.
Ladies' STRAW HATS.
Trimmed and Untrimmed Rich Black Corded SILK LLAMAS.
THREAD GLOVES, White & Coloured.
A fine Assortment of BLACK LACE.
French and English PERFUMES, from the best makers.
BLACK FRENCH MERINOS.
English PARAMATTAS, for Gentlemen's COATS.
White LINEN DRILL and DUCK for PANTALOONS.
Gentlemen's GREY FELT HATS, &c., &c.
Ladies' DRESSMAKING.
33, *Queen's Road*,
Late
BOWRA & Co.'s PREMISES.
tf 2268 Hongkong, 4th April, 1870.

MACSWEN & Co.
Have for Sale, ex late arrivals.
PRIME York HAMS. Berkley CHEESE. Preserved SOUPS and MEATS, in 1, 2, 4, and 6 lbs. Tins.
JAMS and JELLIES, from Crosse & Blackwell.
PICKLES, Tart FRUITS, and SAUCES, from Crosse & Blackwell.
SARDINES, in ¼ and ½ Tins.
Peek, Frean & Co.'s BISCUITS.
Devenish's CHAMPAGNE ALE, qts. & pts.
Guinness's STOUT, by Burke. „ „
Jeffrey's ALE, in bottle and wood.
Fine OLD PORT.
Good Dinner and Star Dinner SHERRIES.
Breakfast and Dinner CLARETS.
Grabhis's GINGER WINE.
Swaine Boord's Orange BITTERS.
do. do. OLD TOM.
Royal Glendee WHISKEY.
"La Grand Marque" BRANDY.
Very old BRANDY, Pinot, Castillon & Co.'s brand.
Hogsheads and quarter Casks CLARET.
Printing PAPER. Writing PAPER.
ENVELOPES. Pump LEATHER.
India Rubber Suction and Delivery HOSE.
Canvas HOSE. India Rubber PACKING.
India Rubber UMBRELLAS.
British MOROCCO. Flour CLOTH.
Sheet LEAD. White Zinc PAINT. Hubbucks, Paint OIL, Hubbucks.
Steel Firing SHOVELS.
Ballast SHOVELS. Shingling HATCHETS.
Perforated & Sheet ZINC. Turkey HONES.
Stop and bib COCKS.
Yellow METAL RODS.
Copper NAILS and ROVES.
Copper THERMOMETERS.
Fitzroy's BAROMETERS.
Galvanized PADLOCKS.
Iron and Brass TILL LOCKS.
„ „ Rim do. with furniture.
„ „ Mortise do.
Sash LOCKS and LATCHES.
Chubb's Patent Fire-proof SAFES and LOCKS.
Walker's Extra Exhibition CANVAS.
do. New Boiled do.
English BUNTING.
131 Hongkong, 21st March, 1870.

FOR SALE.

1500 TONS best Lump Anthracite COAL, from Pinston Mine, per *Witch of the Wave*. Apply to
RUSSELL & Co.
tf 74 Hongkong, 12th January, 1870.

FOR SALE.

100 BRASS BOILER TUBES, 5 ft. 8 in. by 21 inches.
Apply to the undersigned.
J. M. ARMSTRONG,
Auctioneer and General Commission Agent.
Commercial Bank Buildings, Queen's Road.
tf 425 Hongkong, 10th March, 1870.

FOR SALE.

DOMECQ'S SHERRY, bottled by Henry Ritchie, in 1 and 2 dozen cases, and in Octaves and Quarter casks.
Palacio & Co., of Xeres,
DRY AMONTILLADO SHERRY.
Blanchy and Carcene's
CLARET and COGNAC.
Apply to
A. G. HOGG & Co.
tf 214 Hongkong, 26th February, 1869.

NOW PUBLISHED.

VISIT of His Royal Highness THE DUKE OF EDINBURGH to Hongkong.
Compiled by The Revd. CANON BEACH, and illustrated by a Portrait of H.R.H., taken in Hongkong, and by Photographs of Local Scenes and Incidents of the Prince's visit.
PRICE THREE DOLLARS.
NORONHA & SONS.
tf 27 Hongkong, 13th January, 1870.

NOTICE.

TRANSGRESSION of the law, it is thought, is frequently committed from Ignorance, and the regulations of the law must therefore be made public before they can be known. The undersigned having obtained the sole privilege of preparing and selling prepared opium, they fear that many merchants and traders, distant and local, purely from ignorance, may infringe the British law, and thereby lose their money, in addition to heavy fines that may be imposed upon them. This is a source of great anxiety to the undersigned, and for the general information of the public, they now set forth two sections of Ordinance 1858, relating to prepared opium. They are as follows:—
VII.—It shall be the duty of every person selling or retailing prepared opium under this Ordinance, to deliver therewith a sealed certificate specifying the amount sold, which certificate shall be evidence of the facts therein stated, and shall not be transferable.
VIII.—No person shall bring into this colony, or the waters thereof, or attempt to cause to which section VII. applies) have in his possession or custody within the same any prepared opium.
Action will be taken against any person infringing the above sections for severe punishment, and no relaxation will be shown.
YAN WO & Co.,
Opium Farmers
3m 338 Hongkong, 18th February, 1870.

SEAMEN'S HOSPITAL HONGKONG.

TRUSTEES.
The Colonial Secretary.
The Honourable W. KESWICK, Esq.
GEO. HEARD, Esq.
The Superintendent of the P. & O. S. N. Company, (ex officio).
W. STANLEY ADAMS, M.D., *Resident Surgeon.*
H. P. AUSTIN, Esq., *Hon. Treasurer.*
TERMS OF ADMISSION.
1st Class (Private Room), per day, $3.00
2nd „ (2 Beds in each Room) „ „ $2.00
3rd „ (Public Wards) „ „ $1.00
These charges are inclusive of all Medicines and Attendances, but exclusive of Wines or Articles not in the recognised Dietary Table.
All orders for Admission to Hospital must be countersigned by some responsible Person or Persons resident in the Colony.
(Patients are also admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended.
1st Class ... $60.
2nd „ ... $40.
3rd „ ... $20.)
By order,
H. P. AUSTIN,
Treasurer.
6m 1314 Hongkong, 25th October, 1869.

廣 興 記 泰
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that this Shop has been established since 1855, at *Sai-ho-ti's Lane*, and that he has always a great quantity of Best COAL in store for Gentlemen or Shipmasters wishing to purchase him, are requested to apply at his Shop.
tf 538 Hongkong, 22nd March, 1870.

廣 興 記
THE undersigned has always on hand all kinds of Best COALS for Sale. For particulars, apply to
KWONG-KEE.
No. 13, *Sai-ho-ti Lane.*
6m 2216 Hongkong, 23rd November, 1869.

Notices of Firms.

MR. T. B. HOOPER is authorized to act as Surveyor to French Lloyds from this date until further notice.
ROBT. McMURDO,
Surveyor to French Lloyds.
1m 673 Hongkong, 4th April, 1870.

MR. C. R. HEERMANN has been authorized to sign our firm, per procuration, from this date.
CHS. J. GAUPP & Co.
1m 551 Hongkong, 21st March, 1870.

THE interest and responsibility of Mr. W. H. FOSTER, Jr., in our firm, ceases this day.
RUSSELL & Co.
2m 518 Hongkong, 12th March, 1870.

NOTICE.

MR. ARTHUR WELLESLEY WALKINSHAW was admitted a partner in our Firm on the 1st of January last.
TURNER & Co.
tf 382 Hongkong, 10th March, 1870.

NOTICE.

WE have this day established a branch of our House at Hankow.
The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognised Agents in charge.
RUSSELL & Co.
tf 162 China, 1st January, 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.
D. MUNRO.
tf 102 Amoy, January, 1870.

THE interest and responsibility of Mr. WILLIAM FRODSHAM in our Firm ceased on the 31st of Dec. 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES E. CORDES are admitted Partners therein from this date.
Mr. F. LARCHER and Mr. C. W. SIEGFRIED have been authorized to sign our Firm per procuration.
W. PUSTAU & Co.
6m 14 China, 1st January, 1870.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.
L. FRICKEL & Co.
tf 2062 Hongkong, 2nd October, 1869.

NOTICE.

MR. W. SCOTT FITZ is this day admitted a partner in our firm. Mr. R. S. DASA retires, his interest ceasing on the 31st December last.
RUSSELL & Co.
tf 68 China, 1st January, 1870.

MR. FRITZ RAPP has been duly authorized to sign our firm, per procuration, from this date.
F. BLACKHEAD & Co.
tf 1186 Hongkong, 11th June, 1869.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.
C. LANGDON DAVIES.
tf 1243 Hongkong, 1st July, 1869.

NOTICE.

MR. H. H. WARDEN is admitted a partner in our firm from this date.
HUTCHEON & Co.
tf 2311 China, 1st December, 1869.

Vessels on the Berth.

FOR YOKOHAMA.

THE A 1 British ship
"COLEROON,"
Capt. Montgomery, will have quick dispatch for the above port.
For Freight, apply to
RUSSELL & Co.
tf 691 Hongkong, 12th April, 1870.

FOR PORTLAND, OREGON.

THE American Barque
"GARIBALDI,"
Capt. Noyes, will have quick dispatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 692 Hongkong, 12th April, 1870.

FOR MELBOURNE, *direct*.

THE British ship
"JOSHUA BATES,"
will have quick dispatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 670 Hongkong, 8th April, 1870.

FOR SAN FRANCISCO.

THE American ship
"SARDIS,"
Capt. Cunningham, will have dispatch for the above port.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
2m 637 Hongkong, 4th April, 1870.

FOR MANILA.

THE A 1 Spanish Barque
"LOLA,"
Master, will have immediate dispatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 698 Hongkong, 4th April, 1870.

FOR SAN FRANCISCO.

THE Ship
"F. A. PALMER,"
will have dispatch for the above port.
For Freight and Passage, apply to
AUGUSTINE HEARD & Co.
1m 605 Hongkong, 30th March, 1870.

FOR SYDNEY, *direct*.

THE British barque
"HENRY MILLER,"
Capt. Dickson, will have quick dispatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 592 Hongkong, 28th March, 1870.

FOR SYDNEY.

THE French Barque
"MERLE BLANC,"
Capt. Feydt, will have quick dispatch for the above port.
For Freight, apply to
RUSSELL & Co.
tf 573 Hongkong, 25th March, 1870.

FOR SAN FRANCISCO.
To follow the "Panther."

THE British ship
"HENRY REED,"
Captain Macrea, will have quick despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 429 Hongkong, 2nd March, 1870.

FOR SAN FRANCISCO.

THE American ship
"WITCH OF THE WAVE,"
Captain Batchelder, will have quick dispatch for the above port.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
tf 215 Hongkong, 2nd February, 1870.

GEORGE BLEIBER,
MERCHANT AND LLOYDS' AGENT,
CALLAO AND LIMA.
6m 2429] PERU. [Dec. 24

WHAMPOA BEEF, Shanghai MUTTON, and all table requisites for Family use, at
F. FRISBY & Co.'s,
Butchers, Grocers, and Market Compradors.
Store 76, corner of Wellington and Graham Sts.
Butcher's Stall, Central Market.
tf 881 Hongkong, 1st May, 1869.

AH-YON